The New-York Times.

VOL. XXII.....NO. 6639. NEW-YORK, SATURDAY, DECEMBER 28, 1872. PRICE FOUR CENTS.

GENERAL NEWS.

The Large Fire on Long Wharf, Boston, Yesterday.

Probable Abolition of the Papal Legation at Luzerne.

An English Broker Badly "Short" of Erie Shares.

Two Soldiers Killed and Scalped by Modoc Indians.

The Stronghold of "Captain Jack" to be Bombarded.

FIRE IN BOSTON.

Freight Sheds on Long Wharf Burned—Narrow Escape of Several Steamers—Loss $100,000—The St. James Hotel Not Afire.

Special Dispatch to the New-York Times.

BOSTON, Dec. 27.—At about 1 o'clock this afternoon, fire was seen coming out of a shed occupied by Custom-house weighers at the north end of Long Wharf, and connected with the warehouse sheds of the Philadelphia and Boston Steam-ship Company, which form three sides of a square at the extreme end of the wharf. An alarm was immediately sounded, but the depth of the snow delayed the engines, although drawn by four, six, and seven horses.

The steamer Roman, of the Philadelphia line, which had almost completed the taking aboard of a cargo, preparatory to sailing on Saturday, was lying at the wharf, but the prompt services of a tug succeeded in removing her in safety. The Seminole, of the Savannah line, was saved by the engines and streams from tugs, and the Chaucus, of the Metropolitan line, was hauled into the stream.

The fire was got under control within an hour, but the blaze was so great and the dense smoke blackened the sky to such an extent as to cause great alarm in the up-town sections of the city. State-street was crowded with pedestrians, and the wharf was packed full of people.

It is impossible to get at the loss with any approach to correctness, because it is divided among so many different parties, and in such a complicated way. The loss of the steam-ship companies, however, was trifling in comparison, perhaps not exceeding $1,000. There were three long sheds on the wharf, owned by Long Wharf Company, which are entirely in ruins. Their loss is $15,000, on which there is partial insurance. In those sheds there was from $100,000 to $200,000 worth of merchandise, a great portion of which is destroyed, the loss falling entirely upon shippers and consignees.

The Roman arrived about three days since with an assorted cargo, consisting of wool, cotton, oils, resin, and numerous other articles, all of which had been discharged in the shed and a large portion taken away by owners. Since that time the steamer had been receiving a general cargo, and at the time the fire originated a large part of it was in the shed ready to be hoisted aboard. All the goods in the shed were at the owners' risk. Had the fire occurred two days earlier, when the Roman was discharging, or a day later, after the arrival of the Saxton, of the same line, the loss would have been twice as great.

Dispatch to the Associated Press.

BOSTON, Dec. 27.—At 1 o'clock this afternoon a fire broke out among the freight sheds on the south side of Long Wharf, adjoining the Philadelphia Steam-boat Pier. The steamer Roman, of the Boston and Philadelphia line, was towed out by a tug. The steamer Seminole, of the Savannah line, was saved in the same way. The fire was confined to the freight sheds. The value of the merchandise burned with the freight sheds is estimated at $100,000. A portion of the goods had recently been landed from coasting steamers, and the remainder awaited shipment.

BOSTON, Mass., Dec. 27—6 P. M.—There is no truth in the report that the St. James Hotel was on fire.

SWITZERLAND.

Diplomatic Relations With the Vatican Broken.

BERNE, Dec. 26.—Diplomatic relations between the Swiss Government and the Vatican are broken off. The Papal Legation at Lucerne will probably be abolished, the Chargé d'Affaires and attachés having been recalled.

GREAT BRITAIN.

Failure of a Broker—"Short" of Erie Shares Badly—Fall of a Church Floor.

LONDON, Dec. 27.—William Bentley, stock broker of this city, suspended payment today. It is reported that he is short of 44,000 shares of Erie.

While a missionary meeting was being held in Salford, last night, the floor of the building gave way, precipitating 100 persons a considerable distance. Many of them were injured, some, it is feared, fatally.

RUSSIA.

The Khivese War—Russian Forts Besieged—Attitude of Great Britain—The Czarewich.

LONDON, Dec. 27.—A special dispatch to the *Times* from Berlin says Lord Loftus, the British Ambassador to St. Petersburg, has delivered a note to Prince Gortschakoff, informing him that England will abstain from interfering with the Russian progress in Central Asia, if it does not threaten Afghanistan.

Nine thousand Khivese troops are now besieging the Russian forts on the Emba River.

Another force of 2,000 men are depredating on the Russian fisheries at the mouth of the Emba, and reinforcements have been sent to the Russian troops in that locality.

ST. PETERSBURG, Dec. 27.—The physicians in attendance upon the Czarewich issued a bulletin this morning stating that His Imperial Highness had four hours' uninterrupted sleep during the night.

GREECE.

Intervention of Austria, Germany, and Russia on the Laurium Mine Question.

LONDON, Dec. 27.—The Ministers of Austria, Germany, and Russia, at Athens, acting on instructions from their respective Governments, have jointly advised the Greek Government to end the difficulty about the Laurium Silver Mines by conceding the demands of France and Italy.

SANDWICH ISLANDS.

An American Man-of-War to Look After American Interests.

SAN FRANCISCO, Cal., Dec. 27.—The United States war steamer California has sailed for Honolulu, to be present in case of any possible emergency arising on the question of succession to the throne, in which protection to American citizens might be required.

The Fire at St. Louis—Insurance.

ST. LOUIS, Dec. 27.—The following is a list of the insurance on the loss by the fire here last night: Legrest & Dausman: building—St. Louis Mutual, $4,000; Jefferson Mutual and Mound City, $2,000 each; total, $8,000. Stock—North British, $10,000; North American, $5,000; Phœnix, $5,000; Royal, $5,000; Commercial Union, $5,000; Franklin of Philadelphia, $2,500; Citizen's of New-York, $2,500; total, $35,000. Machinery—Home of New-York, $5,000; American Central, $5,000; Mutual of St. Louis, $5,000; Mound City, $5,000; total, $20,000.

Damage to adjoining building on the north, occupied jointly by Leggett & Dausman and J. Tiemeyer, $7,000; insurance the same as on the corner building.

Insurance on Tiemeyer's stock: Sun of Cleveland, $2,500; Girard, $5,000; Citizens', of St. Louis, $5,000; Royal, $10,000; North, St. Louis, $2,000; Allemania City, $500; Washington Mutual, $5,000; Commercial Union, $5,000; American, Pennsylvania, $3,000; German, $5,000; Manhattan, $2,500; Freedmen's, New-York, $5,000; St. Louis Mutual, $5,000. There are other smaller insurances, making a total of $81,000.

THE MODOCS.

Attack on a Party of Soldiers—Two Killed and Scalped—Volunteers from California.

SAN FRANCISCO, Dec. 26.—A dispatch from Yreka to-night, says that last Saturday a party of soldiers en route from Camp Bidwell to Capt. Berrands' camp, on Lost River, were attacked by about fifty Modoc Indians. Two soldiers were killed and four wounded. Five mules were killed. The soldiers who were killed were scalped. No Indians are known to be killed. Gov. Booth will be asked to authorize the raising of 100 volunteers in this State to co-operate with the volunteers in Oregon.

Only 280 Soldiers in the Field—The Indian Strongholds to be Bombarded.

SAN FRANCISCO, Dec. 27.—A telegram from Yreka says that the Modocs are being reinforced by straggling Indians. Some of the Pitt River tribes have joined them. The Oregon volunteers will soon be mustered out. There are 280 soldiers in the field. Details for escort and guard duty leave only 75 fighting men, and only 14 soldiers at Fort Klamath Reservation to guard 2,500 Indians. Mortars and bombshells are to be employed in storming the Indians' lava-bed stronghold. The citizens of Yreka have appointed P. A. Dorris to go to Sacramento and ask Gov. Booth for a company of volunteers to go to the seat of war, which is partly in Oregon and partly in California, on either side of the boundary line.

RAILROAD ACCIDENT.

A Train Thrown Down an Embankment Fifteen Feet—The Cars Afire—Nobody Killed.

LOUISVILLE, Dec. 27.—The accident on the Louisville and Nashville Railroad was not so fatal as at first reported. The passenger train which left here about midnight last night, struck a broken rail near Glasgow Junction, seventy-five miles from the city, about 4 o'clock this morning. The engine passed over safely, but the rest of the train, consisting of baggage-car, a sleeping-car, and two passenger-cars, after running a short distance on the ties, plunged down an embankment fifteen feet. All the cars turned over and were considerably damaged. The baggage, mail, and express matter took fire almost immediately, but the fire was prevented from spreading by the exertions of the train hands and passengers. The express messenger, Mr. King, was pulled from under the burning baggage. All the passengers got out of the cars except Peter Rice, of the city, who was jammed in the wreck and had to be cut out. His leg was so badly crushed that it had to be amputated, and it is reported he will die. None of the other passengers, numbering about thirty, were dangerously injured, though most of them received severe bruises.

AN ICE-BOUND STEAM-BOAT.

The Steamer Frozen in in Bear Lake—A Twenty Days' March to Collingwood.

COLLINGWOOD, Ontario, Dec. 27.—Capt. Orr and his chief-engineer, with four of the crew of the steamer Cumberland, which was frozen up in Bear Lake in November, arrived last night, they having walked down along the north shore of Georgian Bay. Capt. Orr reports having left the steamer in safe quarters, with the first mate, John McLeod, in charge. The steward, stewardess, and two waiters were also left on board. The party experienced terrible weather and endured great privation during the long tramps, being twenty days on foot. The engineer twice broke through the newly-made ice, and was rescued with the greatest difficulty: he was once almost carried under by the current. All of the party were more or less frost-bitten. Eighteen of the crew are still on the way down, having been left eight miles from Bruce Mines.

The North Carolina Outlaws—Another Strong Shot and Killed at Eureka Station, Robertson County.

WILMINGTON, N. C., Dec. 27.—At Eureka, a small station on the Wilmington, Charlotte and Rutherford Railroad, in the head of the Souffletown region, and about eighty miles from this city, there was a Christmas gathering of the class of the outlaws on Thursday. Steve Lowry was absent, but Andrew A. Strong was there with a number of his friends. At about 2 o'clock in the day, while a number of negroes were in a store at the station, one of them stole a number of locks and secreted them in his pocket. He was charged with the theft by a young man named William Wilson, a clerk in the store, but he denied having taken them. Mr. Wilson then put his hand in the man's pocket and drew forth the locks. The crowd soon afterward left the store. About an hour after this, Andrew Strong, who had evidently been drinking, came into the store and ordered Mr. Wilson to leave the county, swearing that if he did not he would kill him. The young man informed him that he would do so, whereupon Strong left the store. At about 5 o'clock he returned, more intoxicated than before, and repeated his commands, telling Mr. Wilson that if he found him there at 6 o'clock in the morning he would certainly kill him. After saying this the outlaw turned to leave the store, and as he did so Wilson raised a double-barreled gun and discharged one barrel at the outlaw, planting eighteen buckshot in his neck and head. Strong fell with scarcely a groan, and expired at once. Rhody Lowery, the widow of Henry Berry Lowery, the defunct outlaw leader, and sister of Andrew Strong, sent in a deputation requesting that the body be delivered up to her, but this was of course refused. Word was sent to them at the same time by Mr. Wilson that he would shoot the first man who dared to touch the body. Nevertheless, fearing a rescue might be attempted, Mr. Wilson and a number of other gentlemen hastily placed the body in a wagon and conveyed it to Lumbertown, arriving there at 2 A. M. The body was at once surrendered to Sheriff McMullan, and was yesterday fully identified. The Sheriff at once paid over to the fortunate young man $1,000, the reward offered by the county for each of the outlaws, dead or alive. Besides this, there is a sum of $5,000 to be paid by the State.

Particulars of the Death of Hon. James Lynch, of Mississippi.

From the Jackson (Miss.) Pilot, Dec. 21.

At an early hour on Wednesday morning the news was circulated in the city of the death of Hon. James Lynch, Secretary of State. Although the event was not entirely unexpected, the report fell like a heavy blow upon the hearts of many citizens. Especially was its effect apparent upon the representatives of his own race and people. It was a mournfully wet and uncomfortable day, at best, and the bad news made it, if possible, more mournful and more uncomfortable.

Preparations were at once made for the funeral. The relatives of Mr. Lynch residing in Pennsylvania were telegraphed to, and asked to come and participate in the last sad offices to the dead. The Main-street front of the Capitol was clad in wreaths of mourning, and the dark emblems of death were placed upon its other principal entrances.

Dr. Harrington, who had been in attendance upon Mr. Lynch for some two weeks, stated that he had died from a complication of diseases, the principal one of which, affecting the kidneys, had been too long neglected, and allowed to fasten upon him before proper treatment had been sought. The lungs were subsequently attacked, and inflammation setting in, their substances had gradually been destroyed. Complicated with this affection, Bright's disease appeared, with its result, dropsy. Mr. Lynch was conscious until the last, and died easily, in the presence of the members of his family. He leaves a wife and two children, in comfortable circumstances.

THE MISSISSIPPI.

Breaking of a Great Ice Gorge at Memphis, Tenn.

Steam-boats, Dry Docks, and Coal-boats Swept Away—Vessels Crushed, Sunken, or Forced Ashore—Eleven Steam-boats Wrecked or Damaged—Loss Over $200,000.

MEMPHIS, Dec. 27.—Last night the ice gorged at Hen and Chickens, just above the city, and at 2 o'clock the gorge broke and the ice came down with terrific force, sweeping off the dry-docks, then cutting down ten barges of coal belonging to Brown & Jones, and finally steamer after steamer from the wharf, until it was thought that not a single one of the large number lying there could be saved. The following is a list of the boats carried off: Laura, Belle Pike, S. D. Walt, Undine, West Wind, and City of Augusta. The tow-boat Nellie Thomas is lying in a critical condition, and it is doubtful whether she can be saved, as the ice is running very heavily. The West Wind and S. D. Walt are loaded with cotton.

SECOND DISPATCH.

MEMPHIS, Tenn., Dec. 27.—The bluffs in front of the city, and the levee, are lined with people watching the strange spectacle of the destruction by the ice of the boats in the river. Just above the foot of Jefferson-street lies the S. D. Walt, crowded on shore and broken in two. Above her is the Belle Pike, sunk to her guards and supported by empty barges. Just below lies the Laura, badly broken. Crews are busily engaged in wrecking the steamers, in order to save all possible before the ice changes their condition. Just at the Water-gauge lies the West Wind, driven on the bow of the White Star, wharf-boat, her upper works a complete wreck, but her hull, with 300 bales of cotton, comparatively uninjured. Just astern and crowded in the outer guard of the wharf-boat, lies the Andy Baum, with her upper works badly damaged and the boat in a precarious condition. The wharf-boat is but little injured. At its stern, the Arlington, Glasgow, and St. Francis are lying, with their guards and upper works smashed. Owing to the confusion and strenuous efforts of the crews to save everything possible, and guard against further danger, it is impossible to obtain reliable data as to losses.

The Walt is owned by Elliott Brothers, of Memphis, who are now engaged in wrecking her and saving all the cotton possible. The Laura will be a total loss. She is owned by Capt. James, her commander. The Belle Pike will prove almost a total loss, together with her cargo of cotton. She is owned by the St. Louis and Naples Packet Company. She is being wrecked. The dry-docks after being driven down to the foot of Jefferson-street were secured, and will probably be saved, though they and the steamer Pat Claiborne, are in a critical condition; likewise, the Nellie Thomas, whose upper works are crushed. The West Wind, belonging to Massingale, & Bowman, of Nashville, is in great peril, having been stripped of her upper works, and forced against the wharf-boat with such power as to break her shafts. The Undine and Helen have broke, and the Summer Koon has sunk out of sight. The Clipper, a tow-boat, was driven to the head of President's Island, and will prove a total loss.

Brown & Jones have lost about $150,000 worth of coal, leaving only three days' supply in the hands of dealers in Memphis. The gas-works which supply the city are without a day's supply. Coal-dealers have advanced the price to $2 per barrel, which will cause great suffering among the poor.

When the break-up occurred and the Andy Baum was driven down on the wharf-boat, Taylor Wells, one of her pilots, attempted to jump from the hurricane-roof on to the wharf-boat, but fell into the river and was badly crushed by the ice. He was rescued with great difficulty. John Clinton and the steward keeper both made leaps, but were badly bruised.

The James Howard arrived from below about 10 o'clock, and made several ineffectual efforts to pull the City of Augusta out, without being able to move her.

The river is still rising, having risen three and a half feet since last evening.

Several Steamers Saved—Apprehensions of a Coal Famine.

MEMPHIS, Tenn., Dec. 27.—A gorge formed at Randolph again today, but broke in the afternoon. The ice at 6 o'clock was running heavier than ever. The James Howard succeeded in saving the Undine, Helen Brooke, and City of Augusta. The work of wrecking the R. P. Walt, Belle Pike, and West Wind is being pushed with great energy. Messrs. Brown & Jones lost 80,000 bushels of coal and sixty coal-boats and barges. Their entire loss is $180,000, on which there is no insurance. The total loss by the disaster will not fall short of $250,000. All the steamers at the landing have steam up, anticipating greater danger to-night. The short supply of coal is the all-absorbing topic, and the question is asked, whether the gas companies can supply their customers.

The River Falling.

MEMPHIS, Tenn., Dec. 27.—At 9 o'clock to-night the river is falling, which is considered an indication that it is gorged again. At Randolph the steam-boat men are all on the *qui vive* for another crash of ice. The James Howard, after extricating the City of Augusta, has got a line ashore at the foot of Jefferson-street, but is unable to get into the shore.

The R. P. Walt is considered to be lost. She is owned by Elliott Brothers, of this city, is valued at $36,000, and is insured for $24,000. Her cabin furniture has all been removed. The cotton that she had on board was saved.

The Belle Pike is a total loss. She is valued at $30,000, and insured for $20,000.

The whole loss thus far does not exceed $200,000.

The H. C. Yerger lies against the bar on the Arkansas shore, unharmed.

The Second Annual Reception of the New-England Society.

The second annual reception given by the members of the New-England Society to their lady friends, took place last evening at Delmonico's, and was characterized by the utmost sociability, pleasantry, and good humor. At 9 o'clock the parlors of the hotel were opened for the reception of the guests, and were shortly crowded by a brilliant and fashionable assemblage. The arrangements were carried out under the supervision of Mr. Isaac H. Bailey, Vice-President of the Society, assisted by an efficient floor committee. Among the distinguished guests and gentlemen present, were Hon. E. B. Washburne, Minister to France; Major-Gen. W. S. Hancock, United States Army; Hon. Wm. F. Havemeyer, Mayor elect; Gov. Jewell, of Connecticut; Rev. Dr. Adams, Hon. Smith Ely, ex-Congressman; ex Attorney-General Hoar, Hon. Wm. M. Evarts, Justice Chas. P. Daly, President Barnard, of Columbia College; ex-Gov. E. D. Morgan, Rev. Dr. Bellows, Parke Godwin, Judge L. B. Woodruff, Ivory Chamberlain, Major-Gen. Alex. Shaler, ex-Gov. McCormick, member of Congress of Arizona; Hon. Thomas Brooks, Gen. Burnside, of Rhode Island; James McLean, Esq., Judge Peabody, Judge Sedgwick, Cyrus W. Field, Judge Curtis, Chas. P. Courtland, Wm. H. Lee, P. C. Calhoun, Josiah W. Fisk, A. W. Greenley, Chas. W. Tiffany, Henry D. Morgan, Parker Handy, Gen. Chester A. Arthur, Prof. C. F. Chandler, Seth Wetherby, Dr. A. W. Lambert, John P. Fitch, Columbus D. Rogers, D. F. Appleton, Richard Butler, Moses H. Grinnell, Dorman B. Eaton, James Brooks, Gov. Dix, Dr. Moseley, &c. Dancing commenced at 10 o'clock, and was continued, with slight intermission, long after midnight.

Successful Suit Against a Railroad—Damages for the Death of a Brakeman.

From the Cumberland (Md.) Civilian, Dec. 26.

Many of our readers will remember the trial which excited considerable public interest at the January term, 1871, of the Circuit Court in this county, of the case of the State, use of Fassebaker, against the Cumberland and Pennsylvania Railroad. The suit was brought by the widow and children of William Fassebaker, a brakeman, in the employ of the Cumberland and Pennsylvania Railroad, who was killed by the explosion of a locomotive at Frostburg, on March 26, 1870. The jury in the case decided for the plaintiffs, assessing the damages at $9,000, to be divided as follows: To the widow, $3,000; to the eldest child, $165; to the second child, $336, and to the youngest child, $336, Jacob Brown, Esq., and Hon. H. W. Hoffman were counsel for the plaintiffs, and Messrs. Walsh and Cox for the Company. The Company carried the case to the Court of Appeals at Annapolis, at which Court they were represented by John P. Poe, Esq., of Baltimore City. Messrs. Brown and Hoffman still representing Mrs. Fassebaker and her children. The case was decided on Tuesday last. The judgment of the Circuit Court was affirmed, and the plaintiffs get the $3,000 with interest, defendant to pay the costs of the suit. The opinion of the Court of Appeals was delivered by Judge Stewart.

BY MAIL AND TELEGRAPH.

The water panic in Buffalo is over, and the city is now supplied with its usual quantity.

The weather has sensibly moderated in Washington under the influence of an uncloaded sun.

Very little business was transacted at the Departments at Washington yesterday, and they were closed at noon.

The Potomac River, at Washington, is frozen over, and there have been no arrivals of steam-boats for several days.

Rain, sleet, and snow have prevailed in Wilmington, N. C., for several days. The ground was covered with snow yesterday.

Frederick R. Lane, indicted for the murder of Harvey Swift, in San Francisco, has been found guilty of manslaughter.

Gov. Booth, of California, has commuted the sentence of Wm. Donovan, sentenced to death, to imprisonment for life.

Prof. Goldwin Smith delivered a lecture on the Irish question in the Wesleyan Methodist Church, Toronto, Canada, on Thursday night.

Charles Foster, accused of forgery, arrived in Boston, on Tuesday night, from Montreal, and was committed to jail to await examination.

Edward C. Bates, a well-known Boston merchant, died in the railway station at Swampscott, Mass., on Thursday night, of heart-disease.

The bark Juan F. Pearson, of Portland, Me., Capt. Gould, from Montevideo, for Boston, put into Gloucester Harbor, Mass., on Friday, all right.

The bark Daniel Webster, from Malaga, for Boston, reported at anchor off Cape Cod, was taken safely into Provincetown Harbor on Friday evening.

The weather in Montgomery, Ala., was bitterly cold yesterday. The bright noon sunshine failed to thaw even the surface of the frozen ground.

The steamer George Leary, of the Bay line, which left Norfolk, Va., Wednesday night, arrived safely in Baltimore at noon yesterday. She was detained by ice.

About eight inches of snow fell in Concord, N. H., on Thursday night. The train due here at 2:30 last night from Boston arrived at 4:30 yesterday morning.

A post-mortem examination in Philadelphia, yesterday, in the supposed abortion case, showed that the deceased died of peritonitis. The parties in custody were discharged.

The bark Chanticleer, with lumber for Philadelphia, dragged on the Bar at Lewes, Del., but is tight. The harbor is frozen over, and vessels are slowly drifting out to sea in the ice.

The recent rains in California have extended throughout the State, reaching the dryest portions, and giving farmers hopes of heavy crops next year. The weather is still stormy.

The Baltic Lloyds steam-ship Frankho, Capt. Dehnicke, from Stettin Nov. 29, and Havre Dec. 6, for New-York, put into Halifax, N. S., yesterday morning, short of coal. She will proceed for her destination today.

The Treasury balances at the close of business, yesterday, were: Currency, $4,912,803 75; coin, $71,746,614 52; coin certificates, $20,970,000; certificates of deposit of United States notes, $28,385,000.

The streets of Philadelphia are banked up with snow. No attempt has been made by the street-cleaners to open the crossings and gutters to the sewers, and in case of rain great damage will ensue.

A fire at the corner of Market and Second streets, Wilmington, N. C., on Thursday night, destroyed the private residences of F. J. Lord and W. H. Marks, and several stores. Loss about $40,000; insurance, $20,000.

B. R. Mitchell, Acting Financial Agent of the State of Alabama, left Montgomery a few days ago to negotiate bonds issued by the Court-Room Legislature. It is thought he will not stop in New-York, but go to Europe.

The Fairhill rolling-mill, corner of York and America streets, Philadelphia, Gumbert, Morgan & Caskey, proprietors, was burned yesterday morning, and the valuable machinery ruined. The loss is $30,000; insurance, $20,000.

In Windsor, Canada, five buildings, occupied as stores, were burned on Thursday night. Loss on buildings about $12,000; on stock and furniture, $20,000. A steam fire-engine was sent from Detroit to aid in extinguishing the fire.

Yesterday the grand annual communications of the Grand Lodge of Pennsylvania A. Y. M., and of the Grand Chapter, were held in Philadelphia. The usual appointments were made for the Grand Master and Grand High Priest. But few changes were made.

The Louisville, New-Albany and Chicago Railroad, running from New-Albany, Ind., to Michigan City, was sold under decree of the United States Court, yesterday, in Cincinnati, and was bought by George L. Schuyler, of New-York, for the first mortgage bondholders.

A School-House on Fire—How Fifty Children were Rescued.

From the Dayton (Ohio) Journal, Dec. 24.

At a few minutes before 5 o'clock yesterday evening smoke was discovered issuing from the basement of the Fourth District Schoolhouse, on Brown-street. The school had been dismissed at 4½, and the greater number of the scholars had started for home, but about fifty boys and girls remained in the upper hall, on the third floor of the building, engaged in rehearsing their pieces for the exhibition which takes place this afternoon. The smoke was first noticed issuing from the register by one of the boys, who quietly communicated the fact to Miss Isham, the Principal of the school, who, with several other lady teachers, were present superintending the exercises. The children were dismissed, and started down-stairs, the teachers preserving their equanimity, and with admirable tact and coolness, managing to get the pupils out without creating a panic. When the children reached the second floor and found the smoke rushing up from below, they became frightened and ran pell-mell down the next stairway; two or three little girls falling down stairs, were run over, but, fortunately, escaped injury, and all reached the street in safety. The janitor, who was engaged in sweeping on the upper floor of the building, heard the alarm, and, rushing down stairs, attempted to enter the cellar, but was driven back by the dense volume of smoke which burst through the door the moment it was opened. In the mean time the cry of "fire" had been raised, and the alarm was immediately signaled from box No. 5, at the Central Engine-house. The firemen responded promptly, and soon reached the place. A hole was cut through the floor in the hall directly over the furnace, from which the fire had originated, and the flames were subdued before they got fairly under headway.

The Louisiana Difficulties—Important Support of Kellogg.

From the New-Orleans Republican, Dec. 21.

We inform our readers, upon the most direct authority, that during the past few days several conferences of leading capitalists have been held, and the political and financial condition of the State discussed. The conclusion was pretty generally adopted (the Presidents of at least two leading banks concurring) that it will be best for all concerned to give direct encouragement and support to Mr. Kellogg's Administration in its efforts to extricate the people from present financial embarrassments, and in securing needed political reforms. This is all that Gov. Kellogg or his party desires to re-establish peace and prosperity in Louisiana. They are earnest and anxious to accomplish this grand object, and will speedily do it if they are not compelled to combat the very parties in whose behalf they labor.

California Mining Stocks.

SAN FRANCISCO, Dec. 27.—Belcher, $69; Opair, $61½; Yellow Jacket, $73½; Chollar, $57; Savage, $76½; Raymond and Ely, $83½.

The Buffalo Accident—Death of Mr. Hemmings.

Mr. L. M. Hemmings, who was so badly hurt on Thursday by the accident on the Erie Railway at Sufferns, died yesterday, at St. Francis Hospital, Jersey City, where he had been removed. Both limbs were badly crushed, and an iron bolt had been driven into the hip, causing profuse bleeding. Deceased was a wealthy resident of Kingston, where he was largely interested in iron manufacture. By order of the County Physician, Dr. Buck, the friends of deceased were telegraphed for.

OUR THEATRES.

Official Inspection of their Facilities for Preventing Fire.

An Interesting Statement of the Surroundings of Popular Play-Houses—The Fire Marshal's Report—Safety of the Public Not Yet Secured.

In September and October, 1871, the theatres of the City were inspected, by order of the Fire-Marshal, and many of them ascertained to be in an unsafe condition, and exceedingly liable to take fire during a performance. The needed improvements and reforms were ordered, and, although in some cases carried out, yet, as will be seen from the subjoined report for the present month, the complete safety of the public has not yet been secured. The Bowery Theatre, for instance, was found in the same condition this month as in September of last year, and the cellar of the theatre at No. 585 Broadway, the egress of which is notoriously insufficient, has been nearly full of cast-off stage tinsel and miscellaneous rubbish for over a year, and was found in precisely the same condition at the last visit of the inspectors. The better class of theatres are heated by means of steam-boilers remote from the auditorium, and in others the principal danger appears to be from unprotected gas-lights and hot stove-pipes in proximity to wood-work, or passing through contracted apertures in wooden partitions. These dangers exist not only in the lower class of recognized theatres, but to a great extent in concert and "variety" halls, where numbers of persons are crowded together at all hours of the evening. In these places, stoves alone are used, and the heated pipes pass close to and through the wooden partitions and flimsy papering, and are exceedingly dangerous to the inmates. The substance of the reports as to the condition of the theatres, made by Deputy Inspector Mooney, is as follows:

WALLACK'S THEATRE.

Wallack's Theatre, inspected Dec. 11, and reported safe, with the exception of a stove in the paint-shop which stands on the bare floor. The proprietors agreed to remedy it immediately. The means of egress were ample, and the managers state that they could empty a full house in two and a half minutes.

GRAND OPERA-HOUSE.

Grand Opera-house, inspected Dec. 18, and reported perfectly safe, the steam-pipes being in no case near the wood-work, and the gas-lights being protected by wire globes.

BOOTH'S THEATRE.

Booth's Theatre, inspected Dec. 16, and reported perfectly safe. There are ten fire-plugs in the house, five of which have hose constantly attached. There is a tank on the roof containing 4,700 gallons.

ACADEMY OF MUSIC.

Academy of Music, inspected Dec. 16, and reported safe.

BOWERY THEATRE.

The Bowery Theatre, inspected Dec. 5, and reported on as follows: There are two furnaces for heating purposes under the stage, one in front, and one in the rear. These furnaces heat the stage and dressing-rooms. There is a stove in the wardrobe, and, while examining the premises, the women in charge were seen to hang combustible garments near the stove. There is also a stove in room No. 5. It stands on a wooden box, and is not protected by sheet-iron. The lights under the stage and in the dressing-rooms are not protected by globes, and there are no globes on the side lights of the stage or up in the flies. The stoves and furnaces are safe, but the lights under the stage are in a dangerous condition. The parquet, dress-circle, and upper tiers are heated by ten large stoves.

This theatre has twice before been inspected, and ordered to be put in a safer condition, but nothing has yet been done. The manager informed the Fire-marshal, a few days since, however, that he intended making the necessary improvements.

THEATRE COMIQUE.

The Theatre Comique, examined Dec. 9, and reported safe. There are five different ways of gaining the street.

PASTOR'S OPERA-HOUSE.

Tony Pastor's Opera-house was inspected in September, 1871, and found in an unsafe condition. Orders were given for further protectors, and on this inst., the rooms re-examined, with the following result: The house was heated by six stoves, three of which were in the cellar, one in the green-room, one in the parquet, and one in the hallway, near the entrance to the parquet. The last-mentioned stood close to a lath and plaster partition, against which a piece of tin had been nailed. This zinc was always intensely hot. All the stovepipes rested against the wood-work of the partitions through which they passed. In the green-room, the pipe rested on a naked wooden partition. On Dec. 18, the piece was reinspected, and found in a better condition, the orders having been carried out.

BARNUM'S MUSEUM.

Barnum's Museum, inspected Nov. 24, and reported on as follows: The building is heated by steam, and the boiler is situated in a small excavation under the first floor, and the pipes running from the boiler for heating the house, are in a dangerous condition; they run around the back-seats and are close to the wood-work, and in some cases rest against the upholstery. The house has been partly rebuilt, and in such a hurry, that I do not think the managers have taken sufficient precautions for the safety of the public. In my opinion, the place is in a dangerous condition as regards fire, and I gave instructions as to how it might be rendered safe. On Nov. 30 the place was re-examined, and found in the same condition.

OLYMPIC THEATRE.

The Olympic Theatre, inspected Nov. 27, and reported safe.

UNION-SQUARE THEATRE.

The Union-square Theatre, inspected Dec. 2. The house is heated by steam obtained from the adjoining hotel, the steam pipes of which run through the floor of the theatre. They were declared dangerous, but the proprietors agree to make the necessary improvements.

THE RINK.

The Rink, inspected Nov. 25, 1871, and reported safe.

FIFTH-AVENUE THEATRE.

Fifth-avenue Theatre, last inspected Sept. 21, 1871, and reported perfectly safe.

GLOBE THEATRE.

The Globe Theatre, inspected Sept. 21, 1871, and reported safe.

STADT THEATRE.

The Stadt Theatre, inspected Dec. 6. The lights on the first entrance and under the stage, and in the dressing-rooms, were unprotected by globes, and are dangerous. The furnaces, which formerly were dangerous, were recently overhauled and put in a safe condition.

BRYANT'S OPERA-HOUSE.

Bryant's Minstrel Hall, in Twenty-third-street; inspected Dec. 5, and reported safe.

NIBLO'S GARDEN.

Niblo's Garden, inspected Dec. 4, and reported safe. The building is heated by steam, the boiler being under the sidewalk on Crosby-street. The lights are protected by wire globes. There are two gas-tanks under the sidewalk.

WHITE'S ATHENÆUM.

White's Athenæum, No. 585 Broadway, inspected Dec. 2. A large heap of light-wood and débris was found in the cellar, where it had lain for a very long time; its removal was ordered. The pipe of the stove in the ladies' dressing-room ran through a small partition, and was unsafe.

THE CANALS.

An Independent Policy Suggested for the Empire State.

BUFFALO, N. Y., Dec. 27.—The *Commercial Advertiser* of this afternoon publishes an elaborate exposition of an independent canal policy for the Empire State, from the pen of Hon. Israel T. Hatch, taking the ground that although the benefits of the Erie Canal are national, yet the State of New-York is able to take care of her own canals, without taxing her own people or that of the Union to furnish carrying capacity to move to our Metropolitan City the whole export portion of Western crops, now and hereafter, cheaper than any existing or projected route. He also shows, from mathematical deductions, from French science, the capacity of the Erie Canal, and points out how the early engineers were governed by these in their formula tables and specifications in constructing the original canal, as well as the present enlargement. He further says the only enlargement now needed is of brains and honesty in the canal administration; that the first needed step in canal reform has been accomplished in the election of Gen. DIX; that if vessel, propeller, and railway owners in Chicago had regulated their exorbitant freight charges this year by the comparatively cheap transportation of the Erie Canal, the Western farmers would not this Winter be burning their corn or bread for fuel.

THE GALE IN THE COUNTRY.

The Storm in the East—Break-Downs on Various Roads.

Special Dispatch to the New-York Times.

BOSTON, Dec. 27.—The blockade of the railroads is now practically at an end. No further detention may be expected. None of the Eastern trains have been over ten hours late. The Shore Line train due here at 9:10 on Thursday night reached here at 10 A. M. today. The boat train on the Hartford and Erie, via New-London, did not start to-night, and no mails have been received from New-York since this morning.

The Albany express has broken down between here and Worcester, and the train leaving New-York at 8 A. M. is somewhere behind that.

Snow-Bound on the Hudson River and Other Railroads.

POUGHKEEPSIE, N. Y., Dec. 27.—The Montreal Express-train, which left New-York at 4 P. M. yesterday, reached here at 5½ this morning with four locomotives, and proceeded on the way north at 7¾. No train has left here going south since noon yesterday. Two locomotives left here at 8 o'clock this morning to clear the down track. They reached Fishkill at 9 A. M., and will go on to Cold Spring, where they will hitch on to the Saratoga Special, which left here at 12:20 yesterday, and the Cincinnati Express, which left here at 1 P. M., and endeavor to get them through to New-York. The New-York special train, which reached here yesterday evening with Western passengers for New-York, will leave for the south at 10 A. M.

There are over 700 passengers snow-bound between here and Peekskill, but it is thought all will get through to New-York some time today.

COLD SPRING, N. Y., Dec. 27.—A passenger-train was snowed in on the Poughkeepsie and Eastern Road, between Boston Corners and Phœnix Furnace, last night. Two locomotives have gone to its relief from Poughkeepsie, this morning. The Chicago express, which left New-York at 8 o'clock this morning, is now five hours behind, and nothing can be heard from it. No information has been received as to its whereabouts. Only one train has passed north since 11½ A. M. yesterday. The weather is clear and moderating.

Resuming Railroad Travel on the Hudson River Road.

POUGHKEEPSIE, Dec. 27.—The first train through from New-York today was the Montreal express, which left at 4 P. M., and reached here to-night at 9 P. M., and proceeded. The road was cleared ahead of the train by two locomotives. Both tracks are now clear from New-York to Albany, and to-morrow all trains will commence running regularly again.

The Storm on the Hudson.

CITY OF KINGSTON, N. Y., Dec. 27.—Travel is still much impeded. The first mail-train from New-York since Wednesday arrived about 10 o'clock to-night. The Walkill Valley and Newport and Kingston and Syracuse Railroad trains are delayed, but will run regularly to-morrow. The snow is lying from three to six feet deep in the city and vicinity, and monstrous drifts are reported on the country roads. The weather is more moderate than yesterday, and the wind has subsided.

The Storm on the Potomac—New-York Mails Delayed.

WASHINGTON, D. C., Dec. 27.—The steamer New-York, from Philadelphia, due here on Monday last, is stuck in the ice off Matthias Point, Potomac River. The steamer E. C. Knight, which should have cleared on Wednesday for New-York, is also fast in the ice. The ice is about six inches thick in the river off the wharves.

The New-York mail, due here at 6½ o'clock last evening, did not arrive until 6½ o'clock this morning, just twelve hours later than usual. The New-York mail due at 6½ this morning was six and a half hours behind time. The Southern mail via Richmond, due here at 6:30 last night, was two hours and twenty minutes behind time; and the Southern mail via Lynchburg, due here at 7:30 this morning, was one hour and fifteen minutes late. The local trains on the Baltimore and Potomac and

NEW PUBLICATIONS.

NEVER AGAIN. By W. S. MAYO, M. D., author of "Kaloolah," "The Berber," &c. 12mo, pp. 714. New-York: G. P. PUTNAM & SONS.

We have here a novel quite unlike any other that has been published in this country. Its unlikeness does not consist chiefly in its excellence, although that is of a high order; but in its purpose, its aim, its spirit, its flavor. A cry has been going up from a generation of critics, American and British, for a really American novel; one which should not be a mere echo or imitation of the English novel, but which should bear unmistakable evidence of its nativity, if not that of its author; a novel which should show men and women as they have been formed by the social and political influences of American Democracy, and in which the spirit of American society could be studied as that of English society can be studied in the novels, for instance, of Thackeray and of Trollope. The demand for such a novel is, perhaps, not unreasonable, although it will probably be found that the difference between what is called "society" in both countries is at once too palpable and too subtle to make any very appreciable difference between faithful representations of them—the palpable difference being that produced by the existence in one and the non-existence in another of a titled aristocracy; the subtle difference lying in those almost inexpressible variations of social tone which obtain between, not only two countries, but two parts of the same country. The likeness between well-bred and well-educated people of the same race, speaking the same mother tongue, having the same literature, and the same canons of good breeding, must be, at least in these Democratic and promiscuously-mingling days, very great—so great as to produce an almost essential identity in nearly all the external manifestations of social life. Mr. Trollope's novels, for instance, if some of his personages were to drop their titles, his Peers and Baronets to become plain "Misters," and his deans and archdeacons simple reverends, might be accepted as very fair representations of cultivated society in New-England and New-York. And to the fact that such novels as his do satisfy in so large a measure our desire for pictures of social life, and that they are furnished to us in such profusion and so cheaply, the lack of an indigenous literature of the kind may be chiefly attributed. Of "American" novels not chiefly concerned with society, our native literature in late years, although not copious, has been such as we may speak of with a high degree of satisfaction. Hawthorne has given the world what has been well, although somewhat fancifully called "the ghost of New-England," in books which, for vigorous imagination and purity of style are without contemporary superiors, almost without rivals; and in a class of novels of which *The Gayworthys* may be taken as an admirable type, we have vivid and truthful and charming pictures of our rural life, which are not at all ghostly, but ruddy and strong with true Yankee flesh and blood. But for our "society novels," we have thus far been dependent upon London; and for the difference between London and New-York we have been obliged to make allowance. That difference, however, finds expression, full, clear, unmistakable expression, in the book before us. Dr. Mayo has produced the first real novel of American society. Whether the difference which he has thus shown to the world is altogether admirable, is another matter, for which he is not at all responsible. But he has shown it undeniably. He has painted truly what he has seen.

Never Again begins by showing a young American merchant, Mr. Ledgeral, making love to a German Countess at Baden. Her husband has laid aside his title of Isenthal for the nonce, and is trying his fortune at the gaming table under the name of D'Okenheim. Painting the lowest depth of moral degradation in this nobleman by a few delicate touches, and showing how such baseness is consistent with the most perfect polish of manner, the author dexterously provides an incident necessary to his plot, (for the story has a real and a well-constructed plot,) and then turns quickly away. From the second chapter onward we hear nothing more of this old roué and of Baden, but are concerned with the coarser surface and sounder morals of American social life. In the second chapter we make the acquaintance of the hero, Luther Lansdale, a rustic lad, who, at seventeen years of age, has never yet left the neighborhood of his father's farm, near Peekskill, on the Hudson. This Luther is a fine type-portrait of the intelligent, tolerably well-educated, manly, enterprising, determined young American lad, who, leaving his rural home in early years, carves out his fortune in some great city. Luther makes the acquaintance and wins the friendship of the master of a Hudson River sloop—one Capt. Combings, a thorough seaman, whom misfortune has blown from the ocean into the trivial navigation of the raging Tappan Zee. Under his charge and in his sloop Luther starts for New-York. The sloop is run down in the night and sunk by a steam-boat, by which all hands are picked up, and on board of which he meets Mr. Ledgeral, who, twenty years having passed since we saw him at Baden, is now a married man with daughters, one of whom, Helen, is with him on this occasion. She, a mere school-girl, is interested in the young fellow who comes up dripping upon the deck of the steamer, and it is through her influence with her father that Luther, in his search for employment in New-York, obtains a petty clerkship in the great house of Ledgeral, Shippen & Co., in Burling-slip. Helen Ledgeral is, of course, the heroine of the story; and a charming heroine she is. One of those American girls of which old fogies say the type is dying out, smothered by foreign fashions and flummery, but which, in spite of all their moanings and maunderings, has lived, and we believe, will live forever. She is of a quick and ready intellect, but as far as possible from being strong-minded; mingling self-reliance and true modesty in a way peculiar to the women of her country; impulsive, yet with great power of self-control; with a clear perception of the practical side of life, and knowing exactly the value of her position as Mr. Ledgeral's daughter, and yet with an unbounded capacity of self-sacrifice; and beautiful, of course, with beauty of expression and of form; lithe, well-rounded, and elastic in body and in spirit; above all conventional nonsense, and it is hinted not incapable of sliding down the balustrade, at fifteen, or going upstairs on the spring, two steps at a time, at seventeen. Her father's house, in which she performs those feats to the delight of an old negro butler, who fought Mr. Ledgeral's battles with Wallabout loafers, when he was a boy, is in Washington-square.

Between Luther Lansdale, a friendless, penniless clerk, and the daughter of the head of the great house of Ledgeral, Shippen & Co., there is a great gulf, which is to be passed only on a bridge of gold. No one sees this more clearly than Luther himself—not seeing his way to the construction of that bridge, he fancies that he brings himself to the point of abandoning all thoughts of possessing the lovely girl who carried him captive as she archly quizzed him, standing, saturated with water and admiration, on the deck of the Hudson River steam-boat, and to whose tender interest he afterward owed the first employment that saved him from prospective starvation. Of course he does no such thing as to forget her; and she neither desires nor intends that he shall do so; and thereupon begins the working of the story toward its natural and healthy ending.

To follow the plot would take more of our room than we can spare; it would deprive the reader of our notice (who of course will be also the reader of the book) of a good part of his enjoyment; and it would also oblige us to exclude from our notice an examination of some of the other and not less important motives of the author's thoughtful and interesting book. But we must indicate that the triumph of virtue is brought about by a service rendered by the hero to a shabby old French woman, who lives in an old tumble-down house in Wooster-street, and who, captivated by his good looks and a fancied resemblance to her dead son, and finding him disinterested and truly good at heart, conceives a strong and devoted love for him, and takes him and his fortunes under her protection. And what good could a shabby old French woman do for a poor, enamored young merchant's clerk? Much; for in the first place she is rich, a female speculator in real estate, and a miser, and in the next, she proves to be the maid of the Countess Isenthal, who married the Count's valet, and who knows the secret of Mr. Ledgeral's love affair with her former mistress. She uses the power given her by her wealth and her knowledge for the benefit of her *protégé*, pupil, and preserver, and in so doing saves Mr. Ledgeral from the consequences of a grave error that threatens his ruin, not only in purse, but in reputation. This is the consequence of the incidents related with such a dainty and delicate pen in the first chapter. The story closes with Luther Lansdale a partner in the unimpeached and wealthy house of Ledgeral, Shippen & Co., and the accepted lover of Helen, with the consent of all her friends. The lady's maid has built the bridge of gold.

As with Mme. Etegnitz, so with the other numerous characters that figure in the story, all have some direct influence upon its progress. The author conforms, in this respect to the most rigid rules of classical art, which are so constantly disregarded by the novel-writers of the day, and shows a master's hand in the dexterity with which he molds his materials. Each incident seems to spring naturally from its predecessor, every personage does something that could not be left undone, and the action and the actors move on harmoniously to the desired end. Even Mr. Plomly, an inventor of the true American type, who has discovered and invented almost everything, from a noiseless gun to a system of building that will set at naught the malaria of fever and ague, whose ingenuity is wonderful and whose success nothing, whose patience is inexhaustible, and whose talk will be more generally "skipped" than any other part of the book, particularly by its young-lady readers—even this man helps on the progress of the plot. In fact, no personage is dragged in merely to give occasion for a sketch of character, no scene is made for the sake of airing the author's notions upon morals, and politics, and society. And yet it is plain that, as is generally the case with the best novels of the day, the prime motive in the writing of the book was this very one—the portrayal of character as it is developed under American conditions of life, and the incidental discussion of many of the most interesting political and social questions of the time. Upon all these Dr. Mayo speaks with the weight of a careful and thoughtful observer, and his views are those of a man whose clear, hard common sense is toned and softened by a pure and healthy sentiment. He does not preach; he rarely argues; is never dull or even didactic, although sometimes pleasantly dogmatic; but his general tone is that of good-natured cynicism, and he tells his home truths with a smile that very rarely passes into a sneer, although his pages are rich with humorous satire.

So calm and philosophical are the author's views, so firm his convictions, and so earnest is the real underlying reformatory purpose of the book, and so truly does he value what he calls the Ineffable Bosh of fashion, that he probably would resent the opinion that *Never Again* will be read more as a story of love and adventure and of social satire, than for its contributions to inventive and social science. And yet we fear that he will find the former to be the case. People do so love a story, and, above all, a real love story; and we all do so delight to see the foibles and pretensions of our dear friends handsomely shown up. Dr. Mayo's management of his lovers is charmingly delicate and truthful. Their love is planted at one stroke so deeply, and yet it grows up so tenderly and unfolds itself with such an enchanting perfume of mingled purity and passion. In both it is a strong, natural, healthy passion: in each it is molded by reason, and controlled by a sense of duty; but in each it is manifested to each with such a sweet candor, shaded in him by manly modesty, in her by maidenly reserve, that from the beginning they see, and we, being in the confidence of their creator, see, that without its full fruition life will never bring forth for them its brightest happiness. The love scenes are, perhaps, the finest passages in the book. Here are two of them. Luther meets Helen in Twenty-third-street, at a time when her father, overwhelmed by the prospective consequences of financial error that almost in motive and really in effect amounts to a breach of trust, has confided his dreadful situation to her, and has told her that his only hope is in her marriage with his principal creditor, the young Count Isenthal, who has come to New-York upon his travels.

"'I knew it,' passionately exclaimed Luther. 'I knew it the moment I saw you. I saw that something was the matter—I saw it in your gait in your voice, in your smile. Now tell me what it is. Is it anything in which I can help you? Or can I help you by—by'—Luther hesitated, and the blood rushed to cheek and brow, while a sympathetic blush flashed over Helen's face—'by not doing—that is, by—by—avoiding to do something?'

Helen made no reply, and they walked along a few steps in silence.

'I know it is presumption,' said Luther, 'but may I not ask if I have anything to do with your trouble? You don't speak—you won't answer me. I am sure you can trust me.'

Still no answer.

'Believe me, Helen,' continued Luther after a pause, 'I am capable of much in the way of self-sacrifice. I feel that I could sacrifice anything and everything for you. I could sacrifice all my prospects in life—life itself, and, what is infinitely harder, my love.'

As he uttered the last word Luther's voice sank almost to a whisper, but had assumed the clear, ringing tone of passion which has passed the hesitating or husky stage.

'Yes, my love; Helen, my love—and God knows I love you, and He alone ever can know how much and how well, and with what a fierce, desperate, but unselfish love. I thought never to make the avowal, and least of all at this time and place, but I cannot help it. It bursts from my heart without my will. But it can do you no harm. I expect nothing from you. I ask for nothing in return. I know how hopeless my love is, and must be—I have known it for three years—ever since our first encounter that fatal night on the Hudson—three long years of passionate, but hopeless love.'

In a low cry of suppressed feeling forced its way through the young girl's lips. 'Oh, oh, Mr. Lansdale—Luther,' she exclaimed, 'don't, don't speak so! You must not say such words to me; and here, at this time. Oh, it's unkind! It's ungenerous!' and Helen felt disposed for a moment to defy the proprieties of the public street, and raising her hands to her face, indulge in a good cry.

Ungenerous? Yes, it was ungenerous in Luther to make such a declaration at a time and place when her hands were tied so that she could not make even the slightest gesture—when her feet were restricted to a steady walking pace—when every feature had to be held in the rigid lines of a mask to a heart full of boiling emotion. Oh! if he had chosen some place where she could have thrown herself upon his breast, and hidden her confusion, and confessed her feelings in the shadows of a loving embrace!

Truly the street is a very poor place for a declaration of love. It does very well for a simple proposal of marriage, and no doubt many a very excellent and sensible affair has been arranged there; and no doubt many a protracted flirtation has culminated there, and either flared up, or dwindled away into a slow match; but for a declaration of downright passionate love, the street is not a good place. And it is much worse for the gentleman than it is for the lady. He has to depend almost entirely upon words, and that is the thing that he is generally weakest in. The eyes are of no account; the hands are sadly hampered; and there is, as Hosea Biglow might say, no 'thinkin' up chosen.' No, the street is a poor place to make a declaration in, except when acceptance or rejection is a mere toss of a copper on both sides. * * * * * * *

* * * * * 'Luther took it in his, held it for a moment, limp and nerveless, in his half-closed fingers, and then let it slip from his grasp. For a moment they looked into the depths of each other's eyes, and then, without other speech, simultaneously turned away and moved off in different directions.

'Not much feeling in that quarter,' was the mental comment of a gentleman passing. 'Brother and sister, perhaps, and no love lost at that.'

He little thought what a tremendous sacrifice was taking place before his eyes upon the altar of the 'Proper.' Borgs always maintained that there was more downright self-denial in the worship of the great Pam-bam-sham than in the services of any church in the city.'

The restraint imposed by the situation in this passage contrasts finely with the abandonment of tenderness and passion in the next. Helen has given up herself and her love for her father's sake, and is "as good as engaged" to Count Isenthal. The whole party are at West Point, where Luther joins them, and wandering into the drawing-room of Cozzens' Hotel at twilight, before the lamps are lit, stands musing before Sully's dimly-seen portrait of a young girl that hangs there, to be looked at hereafter with more interest than ever.

"There was a light footstep and the delicate *frou frou* of organdy, and a soft voice exclaimed. 'It is a fine picture and a charming face, don't you think?'

Luther turned, and quietly took Helen's extended hand. His nerves had been recently too well exercised in emotions of all kinds to even quiver or tremble again. He held the soft hand for a moment. It was not so plump as he had known it. He looked into her face. A less eager and penetrating glance would have shown him that it had grown wan and thin.

Helen began to feel a little embarrassed at the scrutiny; she must force herself to some common place.

'You were very much absorbed,' she said, indicating the picture. 'It's a fine painting, and not a bad face. Do you know, some people insist upon paying me the compliment of saying that it looks a little like me.'

'There is a possible resemblance,' replied Luther, 'between you and the original.'

'In the features?'

'No.'

'In the expression?'

'No.'

'What then?'

'In this: that with such beauty of face, such indications of soul and sentiment and intellect, it may well be that she, too, has ere this given some poor devil the heart-ache.'

The words were uttered in a low voice, but there was something intensely bitter in the tone.

Helen turned her eyes up at the picture with one wild flash, that almost instantly melted into a dreamy gaze.

'Perhaps the resemblance is still more striking,' she muttered, as if speaking to herself.

'How so?'

'In this'—and the whisper almost died in her throat—'in this: that she, poor wretch, may have had the heart-ache, too.'

And as she spoke her form seemed to shrink down, until Luther instinctively stretched out his arm to support her; and her cheek grew gray, almost ashen, in the fading light.

'Helen! oh Helen!' But she motioned his arm away.

There was no one in the room, but a dozen people were flitting by the windows encircling it on three sides, and occasionally looking in. No one saw anything but two young people standing quietly before Sully's picture. * * *

'This is folly,' at length said Helen.

'I know it, worse than folly—madness!'

'Why then did you come here?'

'Simply because I could not help myself. I had to see you once more. I wanted to hear from your own lips that the thing is settled.'

'It is settled that we can never be anything to each other but friends. You know that.'

Helen slipped her arm within Luther's, and looked up imploringly in his face. 'You will not think of me, I am sure. You will believe that I have better and stronger reasons than I can tell. Luther Lansdale, you must believe me! It is a secret, a terrible secret, between my father and myself. You have seen him; you know what a sick man he is. He is dying, and I—I alone know the cause; I alone can save him. Don't think that he is trying to deceive me to what he thinks my good. You have but to see him and you would be satisfied. You have no idea how much he has failed in two or three weeks. He looks like a ghost—almost like a corpse.'

* * * * * * *

The little hand clasped Luther's arm with convulsive energy, and yet with no motion or gesture that would have attracted attention, or disturbed the cool decorum of the drawing-room had it been filled. But as yet not a soul had come into the rapidly darkening room, save the old porter with his torch for lighting the gas.

'I will tell you something!—you will never mention it!—something which will let you see how impossible it is for me to resist. Father went down upon his knees to me—to his daughter, down on his knees this very day, scarce two hours since, begging me by all my love for him, by every consideration of affection and duty, to consent.'

Something in the young man's look—something electric in the slight tremor that ran through his frame, startled the young girl.

'Oh, Luther!' she exclaimed, 'you must forgive me; you must forget me!'

'Forgive you?' he replied, and the low, stern tones of his voice went through and through her heart with a sweeping thrust. 'Forgive you, why should I not? what have I to forgive? Yes, I will forgive you, but I will curse fate forever. And as to forgetting you,' he continued, swiftly slipping his arm round her waist and holding her with convulsive force to his heart, while their parched and bloodless lips met for an instant in one fierce, despairing kiss; 'forget you, never! never!'

She tottered back from the sudden embrace, and instinctively stretched out her hand to the marble mantle-piece for support, just as the first jet sprang into flame under old John's torch.

'It is useless for me to request you to grant the use of "Nilsson Hall" to Ninety-sixth Regiment, N. G. S. N. Y., for the following reasons, which I hope you will consider as made by me not only in the interest of the troops under my command, but also in that of the City. This building was secured to the City through Col. Stauff and his agents, at a price which would have saved the City $40,000. Your Board, however, changed this amount of rent agreed upon by Col. Stauff's agent to an excess of $4,000 per year for ten years. To save delay and trouble, would it not be best for you to use your influence and have this building assigned to the Ninety-sixth Regiment, N. G. S. N. Y., upon the terms agreed upon by Col. Stauff's agent, they holding a written contract from the proprietor of this building of the lease at $40,000 and taxes per year. Col. Sterry has shown me today a protest which he will offer to the Board of Supervisors, in which he sets forth all these and many other facts which only result in the loss of the building as an armory, and this is what I do not desire. Why not assign the block next the armory at Thirty-fourth-street to the Sixth Regiment, by which change the regiment will be greatly benefited, as it will bring them over a mile nearer their desired location.

Very respectfully, AUGUSTUS FUNK,
Brigadier General.

Gen. Funk said that he had been before the Committee once, and stated what the armory could be had then at a rental of $6,000.

This statement Supervisor Conover denied.

Gen. Funk repeated that he did make that statement, and that he had witnesses to prove it.

Supervisor CONOVER—There never was any price mentioned to me except $15,000 and taxes; this I succeeded in getting reduced to $14,000. If any man (here Mr. Conover's face was blood-red with excitement) swears to the contrary he perjures himself. As you are not ready now, Sir, I suppose you desire an adjournment.

Gen. FUNK—Yes; by 11 o'clock to-morrow I shall be ready.

Supervisor CONOVER—Why, there is one of your witnesses there in the gallery, (pointing at Col. Stauff.) Why don't you bring him forward now?

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Supervisor CONOVER—The gentleman knows as much now as he will know to-morrow. Why not produce him?

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Supervisor CONOVER—Well then we will adjourn to to-morrow at 11 A. M.

The meeting then adjourned. Gen. Funk and other officers and several others left the chamber, but Mr. Conover and his confrères remained for some time discussing hotly the action of Gen. Funk.

Change in the Board of Police.

At a meeting of the Board of Police yesterday, Mr. Masterre resigned his position of President of the Board, which he had assumed on the resignation of Commissioner Henry Smith, and the latter now resumes his functions as President of the Board.

THE ARMORY FRAUDS.

The Nilsson Hall Controversy—A Lively Session of the Committee on Armories and Drill-Rooms.

A communication was sent to the Board of Supervisors, on the 23d inst., signed by Augustus Funk, Brigadier-General N. G. S. N. Y., and Col. Stauff, Colonel of the Ninety-sixth Regiment, setting forth the following facts in connection with the leasing of Nilsson Hall by the City for the purpose of an armory:

The building is situated in East Fifteenth-street, near Third-avenue, and was recently offered by the proprietor, (Mr. Young,) to the agents of Col. Stauff, at a yearly rental of $6,000; but the proprietor, having ascertained that the building was intended for an armory, demanded $20,000 and the payment of all taxes. The terms were agreed upon, conditional with the acceptance, by the County, of the lease combined with a written guarantee that the lease held good for ten years. Subsequently, the Committee on Armories and Drill-rooms leased the building at the rate of $14,000 per year, and the payment of taxes, making a difference of no less than $40,000 loss to the citizens and taxpayers. Messrs. Funk and Stauff, therefore, petition that the $14,000 lease be canceled.

It is further set forth in the communication that Supervisor Conover authorized Col. Stauff to select an armory, promising that when the lease should be accepted the building would be assigned to the use of the Ninety-sixth Regiment, which is a matter of record on the minutes of the Board of Supervisors. Since the completion of the $14,000 lease, however, the armory has been assigned to the Sixth Regiment.

This communication was brought up at Thursday's meeting of the Board, and without being read was referred to the proper Committee. It was in this connection that Mr. Conover rose to a question of privilege, saying that corruption was imputed to the Committee on Armories and Drill-rooms, of which he is Chairman, and taking leave to give notice of the meeting which was held yesterday at 3½ P. M., in the Chamber of the Board of Aldermen.

Messrs. Conover, Joyce, and McLaren, of the Committee, were present, and Gen. Funk, Col. Sterry, Sixth Regiment; Col. Stauff, Ninety-sixth Regiment, and a number of Aldermen and Assistant Aldermen.

Mr. Conover opened the meeting, and, after the communication before referred to was read, asked Gen Funk who is the gentleman referred to in the letter as Col. Stauff's agent? "I never saw Col. Stauff (Mr. Conover continued) in my life, until I met him at the entrance to this chamber, in company with Gen. Funk. I never authorized Col. Stauff, or any agent of his, to select an armory. The statement that I did is certainly not true."

Mr. Conover at this time was fairly excited, and spoke very rapidly. He continued: "I don't care what gentlemen could have done a year ago, but I am positive that the charge that the building in question could have been leased for $10,000, which we have leased for $14,000, cannot be sustained."

Gen. FUNK—Well, Sir, I will undertake to prove that by the affidavits of witnesses. I purpose to prove that this building was offered at $10,000 within one month, with the payment of taxes, and that Mr. Conover was the person to whom the offer was made. I hope Mr. Joyce will not have any personal animosity toward me.

Supervisor JOYCE (quietly)—I have no animosity to you, but I expect you will prove the allegations of corruption you make against me and my colleagues.

Gen. FUNK (collectedly)—I hope to be able to do so. I would not have signed my name to that paper if I had any doubt that I could do so.

Supervisor CONOVER (excitedly)—Well, Sir, we shall give you every opportunity. Are you ready to go on now?

Gen. FUNK—No; my witnesses are not ready. I did not hear of this meeting until 1 o'clock to-day, and have not since had time to collect my papers and witnesses.

Supervisor CONOVER—Will you name them, Sir?

Gen. FUNK—I name C. Anfenger, G. Stauff, Col. A. Stauff, and myself.

Supervisor CONOVER—I ask the gentleman if he ever came before the Board of Supervisors in reference to leasing this hall.

Gen. FUNK—I sent two Colonels.

Supervisor CONOVER—Well, Sir, I did not see them or meet them. After this lease was executed you sent me a letter which, when I subsequently met you, I told you I regarded as a black-mailing rather threatening letter, and I added that you could do as you choose. Is that so, Sir?

Gen. FUNK—Yes.

The Clerk then read the letter, of which the following is a copy:

To the Hon. D. D. Conover, Chairman of Committee of Armories, Board of Supervisors of New-York:

SIR: I desire once more to request you to grant the use of "Nilsson Hall" to Ninety-sixth Regiment, N. G. S. N. Y., for the following reasons, which I hope you will consider as made by me not only in the interest of the troops under my command, but also in that of the City. This building was secured to the City through Col. Stauff and his agents, at a price which would have saved the City $40,000. Your Board, however, changed this amount of rent agreed upon by Col. Stauff's agent to an excess of $4,000 per year for ten years. To save delay and trouble, would it not be best for you to use your influence and have this building assigned to the Ninety-sixth Regiment, N. G. S. N. Y., upon the terms agreed upon by Col. Stauff's agent, they holding a written contract from the proprietor of this building of the lease at $40,000 and taxes per year. Col. Sterry has shown me today a protest which he will offer to the Board of Supervisors, in which he sets forth all these and many other facts which only result in the loss of the building as an armory, and this is what I do not desire. Why not assign the block next the armory at Thirty-fourth-street to the Sixth Regiment, by which change the regiment will be greatly benefited, as it will bring them over a mile nearer their desired location.

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NOTES FROM THE PEOPLE.

Prof. Tyndall and the Presbyterians.

To the Editor of the New-York Times:

I notice in the TIMES of this morning that Prof. Tyndall means to be very magnanimous in relation to the Presbyterians, who have been "railing at him," as he alleges. It would be interesting to know to what Prof. Tyndall alludes. If to his connection with the prayer-test, Presbyterians have only felt and expressed themselves as all denominational papers have done, so far as has come under my notice. If Presbyterians have "railed" at any scientific efforts of the Professor, it is a little surprising, as they are, generally speaking, as true and liberal friends of science as their fellow-citizens. Some more definite information might lead to explanation, and relieve the strain upon the Professor's power of forgiving. I inclose my card, not for publication, but as a guarantee of honesty.

A PRESBYTERIAN.

The Sixth-Avenue Cars.

To the Editor of the New-York Times:

Yesterday afternoon, my wife took, in the upper part of the City, a Sixth-avenue car, No. 85, marked for the Astor House. As she was hurrying to take a late Newark train, from the foot of Liberty-street, she was exceedingly careful to take a down-town car, so careful as to permit two, bound for the foot of Canal-street, to pass her. On reaching West Broadway, the conductor coolly informed the passengers, all of whom were ladies, that, unless they desired going directly to Broadway, they must get out at that point—at the same time, with much insolence, positively refusing to return the fare. Such outrages should be exposed through the public prints, as the only means of preventing their recurrence. Experience has made manifest the uselessness of making representations to the officials of our large City corporations. C.

NEWARK, N. J., Tuesday, Dec. 24, 1872.

Jay Gould and the Erie Bond.

To the Editor of the New-York Times:

I cordially approve all you have said about the recent settlement between the Erie Railway directors and Jay Gould. I have been an Erie stockholder for the last five years, and am one now; therefore I have a right to complain of what is, in my opinion, compounding a felony. I think that the District-Attorney should examine into this business, and if, in his opinion, the law has been violated, he should fearlessly do his duty in bringing those gentlemen to justice, no matter how high their position may be. I have not had a single cent of dividends since I have been a stockholder. To let the man escape now, who, by his own confession, (implied in his so-called restitution,) has taken what, I think, should have been mine, is shameful, and must, in the long run, recoil with crushing effect on any business community whose morals are low enough to tolerate such a state of things.

A LONG-SUFFERING ERIE STOCKHOLDER.

NEW-YORK, Thursday, Dec. 26, 1872.

Specie Payments from a Merchant's and Manufacturer's Point of View.

To the Editor of the New-York Times:

I have read a number of articles in your valuable paper in regard to specie payments, all written by so-called financiers, a title that includes all in these days who handle money, from the Secretary of the Treasury to the bank runner. If you will allow me space, I propose to give the views of at least one merchant and manufacturer who is obliged to buy his crude material for gold and sell his manufactured articles for currency, and is anxious for the return of specie payments. My idea of resumption is this:

First—Let the bonds not due alone for the present, and attend to the matured obligations of Government.

Second—Let the amount of circulation of the national banks be limited only by their ability to buy United States bonds to secure it, making them hold, as now, the legal reserve of twenty-five per cent. in legal tenders, or gold. In a short time greenbacks would disappear from general use, being held by the banks as a reserve; but in their place would appear the amount of national currency that the wants of the country demanded.

Third—After the national banks get fairly under way upon the plan suggested, let the Treasury redeem and reissue the legal tenders, as the gold notes are now issued and redeemed. If it is safe for banks to do their business on a reserve of twenty-five per cent., it surely would be for a Government whose reserve, if it stopped buying bonds, would be daily increasing. It may be urged that there would be a run on the Treasury for gold. This, it appears to me, would be a mistake. A few millions might be drawn, but it would soon find its way back. Save for export, gold has never been in general use in this country. People prefer a good representation to the heavy gold in their pockets. Now, Mr. Editor, it appear to my unfinancering brain that my plan would bring us to specie payments without any derangement of trade, and deliver us from the one-man power "that now controls the monetary affairs of the country," a power in itself, even if that man be Mr. Boutwell, as pure and honest an officer as we ever had. L.W. F.

A New-Year's Present for That Car-Driver.

To the Editor of the New-York Times:

I am a daily passenger on the Third-avenue cars, and have read with great satisfaction, this morning, your account of the "driver's" chivalrous conduct in protecting an insulted girl. Hurrah for him! Your suggestion is also a good one. Such things ought to be solidly encouraged. You wisely refrain from giving his name, but I inclose herewith $5 from my wife toward his "New Year's." Somebody else "cover it."

WALL-STREET.

NEW-YORK, Friday, Dec. 27, 1872.

The German Relief Fund.

To the Editor of the New-York Times:

The following additional donations are acknowledged by the undersigned, German Consul-General:

Previously announced	$2,489
Herman Friedrich Aviston, Illinois	2
Cash	2
Messrs. Kuhler, Lankenauer & Co	100
Messrs. Gossler & Co	50
Dr. E. M. Adam, Warrensville, Penn	20
Total	$2,663

The undersigned will receive further contributions, and forward the same to the Central Committee, which has been constituted in Berlin, under the Presidency of the German Crown Prince. JOHANNES ROSING,
No. 2 Bowling-green.

The Vienna Exposition and the Artists.

To the Editor of the New-York Times:

A part of yesterday's TIMES is occupied with an arraignment of my motives and action in selecting a committee of gentlemen, not professional artists, to solicit from owners the loan of some of their most valued paintings and figures, the works of our countrymen, for exhibition at Vienna. An inquiry of me as to the true state of facts might have destroyed the item, and therefore, perhaps, it was wisely omitted. First, then, I did not select the gentlemen named. They were chosen by the Chairman of the Committee, Mr. G. P. Putnam, the announcement of whose sudden death in this morning's papers has shocked and distressed me, and whose invaluable and unselfish services I shall greatly miss.

Mr. Putnam's choice was governed by the consideration that to decide upon the comparative merits of works of artists, now active in their profession, would be a duty greatly embarrassing to artists themselves, and which a sense of delicacy might lead them to decline. He believed that the work might be better accomplished by gentlemen well known as lovers, judges, and patrons of art, who would be controlled in their selection by a desire simply to do credit to the reputation of our artists and the country at large. In this view I fully concurred, and have had no reason to change my opinion; and I confidently believe that the most distinguished members of the profession approve the selection, and have the fullest confidence in the gentlemen named. The members of the Committee, in view of the opposition manifested by some of the profession, have decided to resign their positions, and have asked me to request the National Academy of Design to select a new committee. And I have concluded, before taking further action, to consult the views of our well-known artists, so far as they can be ascertained. The very excellent and eminent gentlemen who composed the Committee are so well known in the community that I deeply regret their services have not been more fully appreciated. In the selection of works of art they were authorized to ask the assistance of the best judgment and taste in the country, and I feel very certain they would have secured a most creditable representation of those works at Vienna.

THOS. B. VAN BUREN,
United States Commissioner-General.

No. 51 CHAMBERS STREET, NEW-YORK, Saturday, Dec. 21.

BOARD OF APPORTIONMENT.

Special Session of the Members—The Issue of Stocks and Bonds—The Increase of Salaries of City Officials.

The Board of Apportionment met yesterday. The Controller offered a resolution, which was adopted, directing the issue of assessment fund bonds, under authority of chapter 379, laws of 1869, to the amount of $2,500,000, and City park improvement stock, authorized by chapter 290, laws of 1866, in the sum of $3,000,000. The proceeds will be devoted to the payment of awards made for land taken for the Riverside Park, and to other incidental purposes.

He also presented a resolution transferring the sum of $10,000, lately placed to the credit of the appropriation for "intestate estates," back again to the account entitled "extra contingencies;" which, upon motion, was unanimously adopted.

Upon motion of the Controller the following appropriations were made upon transfer from the account of "armories and drill-rooms:"

CITY PURPOSES.

Salaries—Judiciary,		
For Marine Court	$1,274 84	
For Court of General Sessions	4,496 85	$5,771 69
Contingencies—Controller's Office		2,000 00
Contract Commission, (chapter 372, laws of 1872)—Expenses of		10,000 00
Board of Apportionment—Expenses of		5,000 00
Judgments		18,139 30
Total		$41,919 99

COUNTY ACCOUNT.

Court of Common Pleas	$4,163 64
Superior Court	1,365 90
Supreme Court	2,809 80
Court of Special Sessions	4,000 00
County Clerk's office	10,250 00
Cleaning and supplies for County offices	10,000 00
New-York Society for the Relief of the Ruptured and Crippled	4,500 00
Nursery and Child's Hospital	2,500 00
Coroners' fees	22,000 00
Total	$62,589 34

On motion of the Mayor, the Controller was authorized to transfer at his discretion the balances unexpended on the 31st inst., of appropriations for 1872, except that for payment of interest on the Municipal debt, to the several City and County accounts for 1873.

The Controller introduced a resolution rescinding all previous resolutions of the Board providing for the increase of salaries of City officials, and explained that its passage would remove any doubt as to the payment in the coming year of the excessive salaries heretofore authorized for heads of departments and other prominent officers, and would probably prevent endless litigation. It was thought by some that the authority of the present Board expired with the termination of the present year, and, if so, the proposed action would not embarrass the incoming Board of Apportionment created by chapters 9 and 29, laws of 1873. It would only remove any doubt that might exist as to the continuation of such increase during the coming year. The Commissioner of Public Works offered as a substitute that all salaries at present paid in excess of $10 000 to City or County officials be reduced to that sum, and that the same take effect on the 1st of January prox. Both resolutions were, however, lost, and the Board adjourned.

The Franklin-Street Fire—The Losses and Insurances.

The following is a list of the losses and insurances at the fire at No. 119 Franklin-street, on Thursday: The building, which is owned by the Henry Young estate, was damaged to the extent of $20,000. Tim & Co., dealers in lace goods, on the second and fifth floors, sustained a loss of $15,000; insured for $19,900, as follows: Liverpool, London, and Globe, $3,000; North American, $3,000; Adriatic, $1,400; Stuyvesant, $1,500; Queen, $3,000; Williamsburg City, $2,000; Niagara, $2,000; Insurance Company of North America, $3,000; Royal, of London, $1,000. The third and fourth floors were occupied by B. A. Dryer, fancy goods; loss on stock, $12,000; insured as follows: Commercial, $5,000; Park, $5,000; Germania, $5,000; Queen, $2,500; total, $17,500. William J. Best, on the first floor, sustained a loss of $15,000. No. 117 Franklin-street, owned by C. H. Beaudouvin, was damaged to the extent of $500; insured for $20,000. S. Slater & Sons, dealers in dry goods, on the first floor, sustained a loss of $2,000; fully insured.

The upper floors are occupied by Kessler & Co., importers of German goods. Damage, $3,000; insured for $350?000.

St. John's Chapel Christmas Festival.

The Christmas festival of the schools of St. John's Chapel, Varick-street, held there yesterday afternoon, was attended by nearly 2,000 scholars, who took the liveliest interest in the services and the distribution of gifts which followed. Graceful festoons of evergreens hung around the interior of the church. In front of the chancel stood a magnificent Christmas tree, the centre of attraction, covered with glittering and precious things, flanked on either side by tables laden with other and more useful gifts. The gas was burning, the light of day having been carefully excluded. The festival opened with the entry of the scholars, headed by Rev. W. H. Cocks, Rev. A. Wiswall, and Rev. A. Sloan, prayed in priestly garments, followed by the choir of twenty-eight girls, dressed in white, who sang the processional hymn: "Hark, the Herald Angels Sing," as they marched to

MORE RUIN BY FIRE.

Destruction of a Broadway Hotel Yesterday.

A Terrible Panic Among the Guests and Employes—Damage to the Extent of Upward of $175,000.

Maillard's confectionery establishment and restaurant, in Broadway, was yesterday destroyed by fire, which broke out shortly after 9 o'clock, in the Mercer-street basement, and which connects with the Broadway portion of the establisament. Patrolman Browning, of the Eighth Precinct Police, while on patrol, discovered dense volumes of smoke issuing from the lower portion of the building, and on investigation found the basement all in flames. The firemen and Police were promptly on the spot, and found that the flames were spreading rapidly through the entire building. Adjoining the Mercer-street structure are two four-story tenement-houses, inhabited by a number of families. The Police seeing that the houses were in danger, rushed into the tenements, aroused the tenants, and assisted them to the street.

The danger from the smoke, which was rapidly filling the building, was so imminent that the tenants, most of whom were women, were hurried into the street, bare-footed, and in their night-clothes, and they suffered terribly from the piercing cold. After remaining in the Station-house until they were supplied with some outside garments, they took refuge with their friends who had proffered temporary assistance. In the meantime the smoke had made its way into the front buildings, Nos. 619 and 621 Broadway, which were occupied also by Mr. Maillard as a hotel and restaurant. A panic occurred among the guests at the hotel, and a scene of the utmost excitement and confusion ensued, particularly among the ladies, who feared that they could not make their escape.

Fortunately but one casualty is reported. Alex Glinieck, aged seventeen, who was employed in the restaurant, became so alarmed for her safety that she sprung out of a window of the restaurant, located on the third floor of the front building, and falling into the Thomas-court, was seriously injured. She was removed to the Station-house, and thence to Bellevue Hospital in an ambulance. The inmates of the house and the guests made their exit from the building in safety.

Owing to the almost impassable snow-drifts an unusual delay occurred before the Fire Department arrived at the scene of the fire in sufficient force to check its ravages. Engine Company No. 33, located in Mercer-street, near Fourth, was the first company to arrive. The flames had then taken complete possession of the Mercer-street building, and extended to the tenement-houses adjoining, and were working their way into the front building. Fearing a disastrous conflagration a second alarm was sounded, and reinforcements soon arrived.

The difficulty experienced in reaching the scene allowed the fire to gain still further headway, and a third alarm was sounded. The flames burned with such ferocity that it was at one time feared that the whole block would be destroyed, and that it was saved from destruction was mainly due to the praiseworthy exertions of the firemen, notwithstanding their arduous and exhausting labors of the past week. Before the flames were extinguished the Mercer-street buildings were completely destroyed, and the rear of the Broadway building very badly damaged. The store, ice-cream saloon, and restaurant were gutted and the handsome fittings destroyed.

The loss by the fire will be very heavy. Mr. Maillard owned the building on Mercer-street, (Nos. 160 and 162,) in which were manufactured chocolate, candies, and sweetmeats of every description. The buildings were of brick, four stories in height, and were filled with valuable machinery, occupied as a restaurant, which were fitted up in a very elegant manner. The Broadway buildings were leased by Mr. Maillard, who estimates his total loss at $120,000, which is fully covered by insurance.

The Broadway buildings belong to the Stuyvesant Estate, and are damaged to the extent of $10,000; fully insured.

The first floor of No. 619 is occupied by A. Halle & Co., merchant tailors, whose stock was damaged by water and smoke to the extent of $5,000; insured.

No. 623 Broadway, occupied by the Blees Sewing-machine Company, was damaged to the extent of $5,000. The stock on the premises was damaged to the extent of $2,500. The building belongs to the Wyman estate.

The tenement-houses, Nos. 156 and 158 Mercer-street, belong to Wm. K. and J. O'Brien, and are damaged to the extent of $5,000. The tenants sustain losses ranging from $200 to $500 each.

The first floor of No. 156 is occupied by Henry Davis as tailor-shop. Damage, $500; fully insured. The first floor of No. 158 is occupied by J. Cholems, shoe-maker; damage, $100. The only entrance to these tenement-houses is through the hall-way of No. 154 and up a narrow, ricketty stair-way. Had the fire occurred during the night great loss of life would doubtless have resulted. The prompt arrival of the Police yesterday no doubt saved the lives of many of the tenants.

The fire is supposed to have originated from a furnace in the basement, used for roasting cocoa. Fire-Marshal McSpedon was yesterday engaged in making an investigation in the matter. The following testimony was taken:

Henry Maillard testified: I live at Nos. 619 and 621 Broadway; my chocolate manufactory is in the rear building, No. 160 Mercer-street; the boiler was under the sidewalk in Mercer-street; the engine was in the front part of the building; the furnace used for roasting cocoa was in the basement, about midway between Mercer-street and Broadway, and on the south side of the building, looking out into the old graveyard; we burn cocoa every day; the furnace was of brick and stone; the fire was an ordinary chimney fire; we roast the cocoa-nuts entire and then they are separated; the outer shells we do not use; we put them up in fifty-pound bags and sell them to the grocers; I do not keep them in the basement; I keep them in my stable; we keep up a fire under the furnace until about six o'clock; I go through the factory every night before going to bed; went through the factory last week; about eight o'clock at night and found everything all right so far as I could see; Mr. Clavis, who occupied room No. 8, came to my room this morning about half-past five or a quarter to six o'clock, and said there was a big smoke in the place; my wife got up and went out to see what was the matter; and when she saw the smoke she called out for everybody to get out of bed; when I came out of my room I saw there was a terrible smoke before the Hotel and the factory; I could not tell on what floor the fire was burning; I could not go down to the basement; the first thing I did was to get my family out; we roast some 200 or 300 pounds of cocoa each day; after it is roasted that which we do not use is put in bags, and my instructions are to carry it to my stable; don't know if there was any there last night.

Peter Kelly, of No. 154 East Tenth-street, testified that he was fireman at Maillard's confectionery, No. 160 Mercer-street; when he reached the place yesterday morning, he noticed smoke coming from the basement; went into the saloon on Broadway; saw Mr. Maillard there; in a minute or two the smoke was sent upstairs to see where the smoke came from; they got up as far as the first flight of stairs, when the smoke drove them back; the smoke came from the rear building; Maillard slept on the third floor of the rear building; Maillard told the firemen to put up the ladders and get the girls out, but the girls had got down-stairs before the firemen got their ladders up; have been in Maillard's employ for about two weeks; never was all through the Mercer-street basement; have charge of the furnace in the basement on Mercer-street; left on Thursday night twenty minutes past seven o'clock; banked the fire at seven o'clock; there were men at work in the basement when I left.

Patrick Reilly testified: I reside and keep a tailor-shop at No. 154 and 156½ Mercer-street; occupy the store floor and sleep in the back room; the window of my bedroom opens into the old grave-yard; awoke this morning and noticed a light in my room; jumped out of bed, and on looking through the window saw the flames coming out of the second window of Maillard's basement; gave an alarm at once, which was immediately answered by some one upstairs; this was ten to fifteen minutes of six o'clock.

James Rutter, of No. 102 Lewis-street, testified: I am engineer for Henry Maillard, and general superintendent of the factory on Mercer-street; have been in his employ over three years; left for home at seven on Thursday night; the machinery was all stopped, and the men were cleaning up preparatory to going home; manufactures chocolate in the basement of the building; at the first basement window from the rear of the corner lot on Broadway, there is a small furnace used for the purpose of roasting cocoa; I am not aware that there was any fire in this furnace on Thursday, but I think there was nothing opposite; there is one at the second window; there is machinery all through the basement floor; there are no furnaces on this floor but the one I have referred to; the boiler is located under the sidewalk of the building, No. 160 Mercer-street, on the floor below the basement, and is about ninety feet from the window through which the flames were first discovered; there are two steam-pipes running through the floor, under the beams; one of these comes through to Broadway, and heats the saloon; the other is a small pipe, and runs through to the ice-cream saloon, and is used for boiling coffee; these pipes are hung on hangers about six inches from the beam; I have traced every pipe in the building; in no place through the building did these pipes come in contact with the beams or wood-work; the nearest point of contact with wood was where the pipes went up to connect with the coils that heat the saloon; at those points I had the wood-work protected by tin, leaving a space of about two inches between the pipes and tin; the nearest point was at least fifteen from the window where the flames were first discovered; the only windows in the basement were those fronting on the grave-yard, and two windows on the same level looking out on the boiler-shed; there were no shutters to the windows on the grave-yard; there were wire screens on the outside, and the windows were never opened for any purpose; there was no covering whatever on the steam-pipes; we bank our fires at seven o'clock at night, and all the steam on hand is run through the pipes that heat the saloon, if they require it; about twelve o'clock at night the steam in the boiler in Mercer-street; did not hear of the fire until I came to the factory, at seven o'clock this morning; don't think the fire could have occurred from the steam-pipes, and the only way I can account for it is that they may have used the furnace for roasting cocoa during the day, and it may have been occasioned by a lingering spark from that furnace, but that also seems incomprehensible; the man who has charge of the furnace is an exceedingly careful man; I did not examine this furnace before leaving for home on Thursday night; the man who had charge left after I did; he does not have fire every day, probably not over twice a week.

Robert Bouquet, testified: I am foreman of Maillard's Chocolate Factory; remained there last night until half past seven o'clock; was roasting cocoa until ten minutes of seven o'clock; it was all cracked after we finished roasting; we always crack it while hot; after cracking, the shells were left on the floor in the shop adjoining the furnace; the floor was of stone, and the partition was of wood; the shells may have laid against the partition; think we roasted about 300 pounds yesterday.

The investigation will be continued as soon as some additional testimony can be obtained.

Fire in Ninth-Avenue.

At 3:40 o'clock yesterday morning a fire occurred in the liquor-store of John Reynolds, No. 550 Ninth-avenue, causing $25 damage. The building is owned by Justice Ledwith, and was slightly damaged.

LIVE STOCK MARKETS.

NEW-YORK, Friday, Dec. 27, 1872.

The heavy snow-storm of yesterday has caused a block on almost all of the great cattle routes leading into our City and its neighboring marts, therefore trade has been almost nominal. On yesterday afternoon 183 Kentucky Steers reached Communipaw Yards, consigned to M. Goldschmidt, part of them were sold from 12c.@13c. ₱ lb., weight 1,¾ cwt.; none of the cattle were sealed. W. B. Gillett held on sale 3 cars of horned Cattle, 15 Illinois Steers, weight 8¼ cwt. stronger at 10 Ohio Steers, weight 7 cwt.; 19 Ohio Steers, weight 6½ cwt.; a few poor Texas Steers were sold at 8c. ₱ lb., weight 5¼ cwt. Veals and grass Calves not quoted. Sheep were firm; J. Kirby sold, on yesterday afternoon, 160 Ohio Sheep, average weight 119½ lbs. head, at 6½c. ₱ lb.; 224 Michigan Sheep, average weight 83 lbs. ₱ head, at 6¾c. ₱ lb.; 200 Michigan Sheep, weight 81½ lbs. ₱ head, at 6½c. ₱ lb. Kase & Hoover had 7 cars of Sheep due. Hogs are firm as follows: Live Hogs from 4¼c. Gross, ₱ lb.; City Dressed from from 5¼c.@6¼c. ₱ lb. Western Dressed from 5¼c.@5¾c. ₱ lb.

BUFFALO, Dec. 27.—Cattle—The intensely cold weather and snow block in has completely checked receipts. There were no Cattle for sale in the yards this morning, and the shipments of today will clean every head out of the yards. Dealers will occupy the intervening time to the close of the year in balancing books, &c. It is thought that all surplus stock in the Eastern markets will be used up by next week, and the business of the new year will commence with favorable markets for buyers and sellers. The receipts this week were lighter than for any week for many years, being only 1,580 head, or 90 cars, against 429 cars for the same time last week. Sheep and Lambs—The receipts today were 400 head, making the total supply for the week 2,000 head, 3,400 head, against 7,200 head for the same time last week. The market closes with light receipts. The supply is inadequate to the demand, and the prices on all grades have advanced 50c. Sales today of 202 Michigan Sheep, averaging 83 lbs., at $4 31; 20 head inferior Michigan Sheep, averaging 66 lbs., at $4 50; 220 Canada Sheep, averaging 90 lbs., at $5 50. Hogs—The receipts today were 2,500 head, making the total supply for the week, thus far, 23,000 head, against 35,500 head for the same time last week. The market was firm at yesterday's advance. Sales, today, of 3,200 head Ohio and Indiana Hogs, ranging from 200 lbs. to 420 lbs., at $3 90@$4.

ALBANY, Dec. 27.—Owing to the great snow-storm there has virtually been no Cattle market held yet this week. What few offerings were made at an advance of ¼c.@¾c. was asked on last week's prices. The receipts of Sheep are also small from the same cause, and an advance of ¼c. was asked. Some sales were made at 5¼c.@7c. for fine wool, and 6c.@7¾c. for coarse wool.

FOREIGN MARKETS.

LONDON, Dec. 27—11 A. M.—Consols opened at 91¾@91¾ for money, and 91¾@92 for the account. AMERICAN Securities inactive; United States 5-20 Bonds, 1865s, old, 92¾; 1867s, 92; 10-40s, 88¾; New 5s, 89¾; Erie Railway shares, 49¾.

1 P. M.—There is nothing doing in American Securities.

LONDON, Dec. 27—5 P. M.—Consols 91¾@91¾ for money; 91¾@92 for the account. American securities—5-20s of 1865, old, 92¾; 1867, at 92; 10-40s, 88¾; New 5s, 89¾; Erie, 49¾. The amount of bullion in the vaults of the Bank of England has decreased during the week £178,000.

PARIS, Dec. 27.—The specie in the Bank of France has decreased 50,000f. during the past week.

5 P. M.—Rentes, 73f. 5c.

LIVERPOOL, Dec. 27—11 A. M.—Cotton—The market opened quiet and steady. Middling Uplands, 10¼d.@10¾d.; Middling Orleans, 10¾d.@10¾d. The sales of the day are now estimated at 10,000 bales. Breadstuffs—The receipts of Wheat at this port since the last report have been 7,000 quarters, including 2,000 quarters American.

1½ P. M.—Cotton—The market is firm; Middling Uplands, 10¾d.; Middling Orleans, 10¾d.@10¾d. The sales of the day are now estimated at 14,000 bales, including 3,000 bales for export and speculation. Sales of Middling Uplands for February at 9¾d.

3 P. M.—Breadstuffs—The market is firmer. Wheat, 12s. 4d.@12s. 6d. ₱ cental for average California White, 11s. 3d.@12s. for Red Western Spring, and 11s. 8d.@12s. 1d. for Red Winter; Corn, 28s. 9d. ₱ quarter. Peas, 38s. 6d. ₱ quarter for Canadian. Provisions—Beef, 98s. ₱ tierce of 304 lbs. for New Mess; Lard, 37s. 6d. ₱ cwt.

LIVERPOOL, Dec. 27—5 P. M.—Cotton firm; Middling Uplands, 10¾d.; Middling Orleans, 10¾d.@10¾d. Sales, 14,000 bales, including 3,000 bales for speculation and export. Yarns and Fabrics at Manchester are quiet but firm. The receipts of Corn since last report have been 7,600 quarters, none of which were American.

ANTWERP, Dec. 27.—Petroleum, 54½ francs for fine pale American.

MARKETS BY TELEGRAPH.

CHICAGO, Dec. 27.—Flour quiet and unchanged. Wheat buoyant and unsettled, closing firmer; No. 1 Spring nominal; sales of No. 2 Spring at 91 1816 @91 19¾@91 19¾ seller January; No. 3 do., $1 05¾@$1 06; rejected quiet; 93c. offered. Corn steady; sales of No. 2 Mixed 30¾@30¾c. spot or seller December; 30¾c.@32c. seller January; Rejected, 29¼c.@29¾c. Oats dull and a shade lower, at 24½c. for No. 2; 21¾c.@21¾c. for Rejected. Rye firm and scarce; no rounds lots on market; No. 2 sold at 80¾c. for car lots. Barley steady at 66c. for No. 2. Provisions quiet and unchanged. Pork dull at $11 50, spot or seller January. Lard steady at 7c. spot or seller January. Green Hams—Demand good at full prices. Other Green Meats nominal. Bulk Meats quiet and unchanged; sales of Shoulders packed at 4¾c.; Sides, 6c. for No. 1. Sugar—Cuba is quoted at 9c. 27¾c., for refining; 9¾c.@9¾c. for Grocery grades. Petroleum nominal; Crude, 16c.; Refined, 26c.@27c. Whisky is held at 86c.

OSWEGO, Dec. 27.—Flour dull and unchanged; sales of 800 bbls. at $8 25 for No. 1 Spring; $9 25 for Amber Winter; $10 for White Winter; $10 50 for Double Extra. Wheat firm, but dull; No. 1 Milwaukee at $1 53. Corn quiet at 59c. Barley dull; sales of 1,000 bbls. prime Canada at $1 04. Corn-meal sold at $1 35 for Bolted, and $1 25 for Unbolted ₱ cwt. Mill-feed unchanged at $21 for Shorts, $22 for Shipstuffs, and $23 for Middlings, ₱ ton. Railroad Freights—Flour to Philadelphia, 76c.; to Boston, 72c.; to New-York, 62c.; to Albany, 54c.

MILWAUKEE, Dec. 27.—Flour quiet and unchanged. Wheat in fair demand and firm; No. 1, $1 26; No. 2, $1 15¾. Oats dull and unchanged; No. 2, 28¾c. Corn steady; No. 2 Mixed, 36c. Rye firm and scarce at 70c. Barley steady; No. 2 Fall, 71c. Receipts—2,000 bbls. Flour, 50,000 bushels Wheat. Shipments—1,000 bbls. Flour, 1,400 bushels Wheat.

CLEVELAND, Dec. 27.—Flour dull and unchanged. Wheat held stronger; No. 1 Winter Red, $1 70; No. 2 Winter Red, $1 64@$1 65. Corn quiet; new Mixed, 45c.@46c.; ear, on the track, 41c. Oats unchanged. Petroleum unchanged.

WILMINGTON, N. C., Dec. 27.—Sprits Turpentine quiet at 55c. Resin quiet at $3 for Strained. Crude Turpentine steady at $3 for Hard; $4 75 for Yellow Dip and Virgin. Tar dull at $2 55.

NEW-ORLEANS, Dec. 27.—Cotton in good demand; Good Ordinary, 15¼c.; Low Middling, 18¾c.@19c.; Middling, 19½c.; net receipts, 6,329 bales; gross receipts, 7,885 bales; exports, coastwise, 1,810 bales; sales today, 2,000 bales; last evening, 6,500 bales; stock, 67,140 bales. Weekly—Net receipts, 31,316 bales; gross receipts, 36,755 bales; exports, to Great Britain, 18,447 bales; to the Continent, 10,710 bales; coastwise, 6,757 bales; sales, 25,000 bales.

GALVESTON, Dec. 27.—Cotton firm; Ordinary, 16¼c.; Good Ordinary, 17¼c.; net receipts, 1,042 bales; exports, coastwise, 788 bales; sales, 2,000 bales; stock, 56,440 bales. Weekly, net receipts, 7,023 bales; exports, to Great Britain, 12,315 bales; to the Continent, 1,300 bales; coastwise, 1,211 bales; sales, 5,700 bales.

CHARLESTON, Dec. 27.—Cotton firm; Middling, 19¼c.@19¾c.; net receipts, 1,531 bales; exports, coastwise, 2,023 bales; sales, 2,200 bales; stock, 40,776 bales. Weekly net receipts, 15,225 bales; exports to Great Britain, 7,783 bales; to the Continent, 2,707 bales; coastwise, 6,215 bales; sales, 3,900 bales.

MOBILE, Dec. 27.—Cotton firm; good Ordinary, 16c.; Low Middling, 18¼c.; Middling, 19¾c.; net receipts, 1,403 bales; exports, coastwise, 900 bales; sales, 2,500 bales; stock, 27,227 bales. Weekly—Net receipts, 9,203 bales; exports, to Great Britain, 4,230 bales; coastwise, 6,639 bales; sales, 8,000 bales.

FINANCIAL AFFAIRS.

Sales at the Stock Exchange—Dec. 27.

SALES BEFORE THE CALL—10 A. M.

500	Western Union..c.	80⅜	1000	N. Y. C. & Hud..	99⅜
400	do.....b10.	81⅜	300	do.....c.	99⅝
100	do.....	80⅜	100	do.....b10.	99⅜
200	do.....c.	80⅝	200	do.....c.	99⅜
400	Pacific Mail....c.	72⅞	1000	do.....	99⅜
100	do.....c.	72⅞	2100	do.....	99⅜
100	do.....c.	73⅛	500	do.....	99⅜
100	do.....c.	73⅜	500	do.....	99⅜
100	do.....c.	73⅜	1000	Union Pacific...c.	37⅛
800	do.....c.	73⅜	300	do.....	37⅜
100	do.....c.	73⅜	100	do.....	37⅜
200	Erie Railroad.....	49⅜	200	Rock Island.....	111¼
800	do.....	49⅜	100	Toledo & Wabash.	75
100	Lake Shore.....	95⅛	100	Bos., H. & E...sl.	9
900	do.....c.	95⅛	100	Ohio & Miss.....	43¾
200	do.....c.	95⅜	300	do.....c.	43⅜
100	do.....c.	95⅜			

GOVERNMENT STOCKS—10¾ A. M.

$5,000	U.S. 6s, '81, C...c.	117⅞	$80,000 U. S. 10-40 R. 110
4,000	U.S. 5-20 C., '65, n.	116⅜	

FIRST BOARD—10¾ A. M.

$1,000	A. & O. S. C. 6s, n.	25⅛	400	Lake Shore.....b. c.	95⅜
1,000	Tenn. 6s, old..b.c.	78	100	do.....c.	95⅝
10,000	Va. 6s, Con.....	56	200	do.....c.	95⅝
2,000	Ark. 6s, Fd. A...	43	100	do.....c.	95⅝
15,000	Alb. & Sus. 2d..	94½	200	do.....c.	95⅝
500	La. Shore div....	93	100	do.....	95⅝
38,000	Un. Pacific 1st..	91	100	do.....	95⅝
1,000	Un. P. 7s, L. Gr.	79	75	do.....	95⅝
2,000	D., L. & W. 1st.	97½	100	Erie R.....b. c.	49⅜
1,000	N. J. Cen. 1st, n.	104	200	do.....	49⅜
10,000	Va. 6s, Con.....	56	200	do.....	49⅜
1,000	Cl. & Pitts. 3d..	97	100	do.....	49⅜
4,000	Chi. & Alt. 1st..	104	100	do.....	49⅜
2,000	Ohio & Miss., C.	94	200	do.....s3.	49⅜
5,000	Ohio & Miss. 2d.	84	800	do.....	49⅜
1,000	St. L. & I. M. 1st.	83¾	1200	do.....	49⅜
3,000	Pac. 7s G. by Mo.	98	100	do.....	49⅜
100	St. Nicholas B'k..	113¾	400	do.....c.	49⅜
800	W. Union Tel. b. c.	80⅝	50	Un. Pacific...b. c.	37
300	do.....c.	80⅝	200	do.....c.	37⅛
300	do.....	80⅝	200	do.....c.	37⅜
100	do.....	80⅜	30	do.....	37⅜
200	Pacific Mail...b. c.	73⅛	300	do.....	37⅝
200	do.....c.	73⅛	100	do.....s3.	37⅜
200	do.....c.	73⅛	100	do.....s2.	37⅜
1200	do.....	74	500	do.....	37⅜
100	do.....	73⅜	100	do.....	37⅜
2400	do.....	73⅜	200	do.....	37⅜
2300	do.....	73⅜	200	do.....	37⅜
100	do.....	73⅜	300	Chi. & R. I.....c.	111⅝
300	do.....	73⅜	100	do.....c.	111¾
200	do.....	73⅜	100	do.....	111¾
100	do.....c.	73⅜	900	do.....	111¾
100	do.....c.	73⅜	100	do.....	111¾
800	do.....	73⅜	100	do.....	111
1000	do.....	73⅜	100	do.....c.	111
1000	do.....	73⅜	100	Chi. & N. W. R...	91⅝
300	do.....	73⅜	200	do.....c.	91⅝
400	do.....	73⅜	200	B., H. & E..b. c.	8⅝
200	do.....	73⅜	100	Tol. W. & W.b. c.	75
100	do.....c.	73⅜	100	do.....c.	74⅝
100	American Coal....	56	400	Ohio & Miss. b.c.c.	43⅝
100	Con. Coal...b.c. c.	42⅜	300	do.....	43⅝
200	do.....c.	42⅜	100	do.....	43⅝
100	do.....c.	42⅜	100	do.....	43⅝
100	At., M. S. S. b.c., b3.	14	100	C., C. & I. C. R.	36⅜
500	N. Y. C & H. b.c. b10.	100	100	do..bet. call.	36⅜
1600	do.....	99⅛	100	do.....c.	36⅜
100	do.....	99⅛	100	do.....c.	36⅜
100	do.....b10.	99⅛	200	do.....c.	36⅝
100	do.....	99⅜	200	do.....	36⅝
200	do.....c.	99⅜	200	do.....b10.	37
100	do.....b10.	99⅜	100	do.....c.	36⅞
100	do.....	99⅜	100	do.....	36⅞
100	do.....	99⅜	400	do.....	37
100	do.....	99⅜	500	do.....	37⅛
200	do.....	99⅜	200	do.....	37
400	Mil. & St. P...b. c.	54⅜	300	do.....	37

GOVERNMENT STOCKS—12¼ AND 2¼ P. M.

$10,000	U. S. 6s, '81, C.	117⅛	$3,000	U. S. 5s, 10-40 R.	110
5,000	U. S. 5-20 C., '64.	113	10,000	U. S. 5s, 10-40 C.	109⅞
10,000	U. S. 5-20 R., '65.	112⅞	2,000	do.....	109¾
1,000	U. S. 5-20 C., '65.	113	3,000	U. S. 6s Cur....	113
100,000	U. S. 5-20 C., '67.	117⅛			

SALES BEFORE THE CALL—12¼ P. M.

100	Western Union....	80¾	300	North-western Pf.	87
800	Pacific Mail.....	73⅛	200	Rock Island.....c.	111
100	do.....	73⅜	200	St. Paul.....	54⅜
200	do.....s3.	73⅛	100	do.....	54
100	do.....c.	73⅛	100	do.....	54
100	do.....c.	73⅛	500	do.....	53⅞
100	do.....c.	73	100	do.....	54
100	Atlantic Mail.....	14	300	Tol. & Wab.....c.	74⅝
300	N. Y. C. & Hud....	99⅜	100	do.....	74⅝
100	do.....	99⅜	100	do.....	74⅞
500	Erie Railroad...s3.	49⅜	100	Ohio & Miss.....c.	43⅞
900	do.....	49⅜	1300	do.....	43⅝
1300	do.....	49⅜	200	do.....c.	43⅝
100	Lake Shore.....	95⅛	200	C., C. & Ind. C..	36⅜
100	do.....c.	95⅜	300	do.....	36⅜
100	do.....c.	95⅜	200	do.....	36⅜
100	do.....b5.	95⅜	400	do.....b10.	37
200	Union Pacific.....c.	37⅛	100	do.....c.	36⅞
400	do.....	37⅛	1200	do.....	36⅞
300	North-western.....	81⅛			

SECOND BOARD—1 P. M.

$6,000	N. C. 6s, ins. to N. C. R. R.	60	200	L. S. & M. S..b. c.	95⅛
10,000	S. Car. 6s, new, Jan. & July...	23	300	do.....c.	95⅛
2,000	Mich. So. S. P...102		100	do.....c.	95⅜
5,000	B., C. & R. 1st..	91	100	do.....	95⅜
1,000	C. & P. I. & P. 7s.	104	100	Un. Pacific...b. c.	37⅛
5,000	Un. P. 7s, L. G..	78⅜	100	do.....	37⅛
100	Quicksilver.....	46	100	do.....	37⅜
100	West. Un. Tel....	80⅝	200	do.....	37⅜
300	do.....b.c.c.	80⅝	200	do.....	37⅜
200	do.....	80⅝	200	do.....	37⅜
100	do.....	80⅝	50	Clev. & Pitts. Gtd.	89
100	do.....	80⅜	400	do.....	b3. 89
1300	do.....	80⅜	50	do.....	89¼
200	do.....c.	80⅜	100	Chi. & N. W...b. c.	82
300	Pacific Mail...b. c.	73⅜	100	Chi. & N. W. Pf...	87⅜
300	do.....	73⅜	300	do.....	b10. 87⅜
2400	do.....	73⅜	300	do..bet. call.	87⅜
2300	do.....	73⅜	800	do.....	c. 87⅝
900	do.....	73⅜	100	Chi. & R. I..b.c.c.	110⅝
400	Erie R.....b. c.	49⅜	100	do.....	110⅝
700	N. Y. C. & H..b.c.	99⅜	100	St. Paul.....	b. 54
200	do.....	99⅜	100	St. Paul Pf...b. c.	78⅜
400	do.....	99⅜	200	B., H. & E..b.c.c.	8⅝
1200	do.....	99⅜	100	do.....	8⅝
200	do.....	99⅜	100	H. & St. J..b.c.c.	45⅜
300	do.....b10.	99⅜	100	Ohio & M..b.c.c.	43⅝
100	C., C., Cin. & Ind..	92½	100	do.....	43⅝
35	do.....	92¼	100	C., C. & I. C..b.c.	36⅜

SALES FROM 2¼ TO 3 P. M.

100	American Coal....	56	300	Ch. & N. W. Pf...	88
800	Western Union....	80⅜	100	Rock Island.....	110⅜
1200	N. Y. C. & Hud....	99	300	Union Pacific.....	37
600	do.....	98⅞	500	do.....	36⅞
600	Pacific Mail.....	73⅜	400	do.....	36⅞
800	do.....	73⅜	1000	do.....	b3. 37
400	do.....	73⅜	1000	do.....	37
200	do.....	73⅜	300	do.....	36⅞
200	do.....	73⅜	100	St. Paul.....	53⅜
200	do.....	74	200	do.....	53⅜
100	do.....	73⅞	100	do.....	53⅜
400	Erie Railroad.....	50⅜	100	B., H. & Erie.....	8⅞
2 00	do.....	50⅜	100	Tol., Wab. & W....	74⅜
1200	do.....	50⅞	300	do.....	74⅜
3400	do.....	51	1100	do.....	74⅜
200	Lake Shore.....	95⅛	1300	Ohio & Miss.....	43⅜
500	do.....	95⅜	100	H. & St. Jo...b.c.	47
100	do.....	95⅜	100	C., C. & I. C.....	36⅜
100	do.....	95⅛			

FRIDAY, Dec. 27—P. M.

The snow interfered seriously with business again today, even more than yesterday, owing to the non-arrival of mails. The chief result was found in greater severity in demand loans, the absence of remittances serving as a pretext quite as much as for a cause. In the morning loans were made at ⅛ and interest, and also at interest and 3-16 ₱ cent.; while in the afternoon as much as ⅛ and interest, equal to about 144 ₱ cent. per annum, was paid in several instances. Part of the pressure was caused by the exertions of parties who are endeavoring to hold Gold out of the market, and were compelled to pay roundly to help them through their scrape today. It is not possible to say how much exactly of these extravagant rates for demand loans is caused by the Usury Laws; but, as no one is at liberty to bid, or to lend at, anything more than 7 ₱ cent. interest, the higher rates, which are quite necessary, are made inordinately higher by the necessity of arranging them circuitously. Money must be had, and the law must be evaded to get it; and it is a costly operation to evade even an antiquated enactment.

At the close of bank hours, loans were made at interest and only 1-16 commission; some relief being afforded by money which had been held back to meet drafts, the presentation of which had now become impossible.

Gold opened with 112¼ paid and bid, sold up to 112¾, and then, under the pinch for money, which proved to the clique that they had undertaken more than they could manage, fell back to 112; with quotations 112@112¼. The Sub-Treasury received bids for $2,800,000 Gold, from 111.26 to 112.21, and sold $1,000,000, from 112.21 down to 112.15, to a party believed to be acting for the people who squeeze Gold. For to-morrow's steamers $900,000 Gold Coin was put up.

Sterling Exchange is quoted 109¾@109¾ for prime 60-day bills, but business was stopped after the morning by the dearness of money.

The Public Funds showed great strength; the advance in the Currency Sixes, to 113¼ paid and bid, showing that the tone of the market did not depend wholly upon the price of Gold. Of the Gold issues, there were sales of Sixes of 1881 at 117¼, Five-Twenties of 1867 at 117¾, and Ten-Forties at 110.

Business in stocks was much restricted, and the Governing Committee of the Stock Exchange decided to close the Hall at 3 P. M. daily, until the new year. The day's transactions show a general decline of about a half ₱ cent. Exceptions are, Erie advanced to 61, North-western preferred from 87 to 88, under a good inquiry, and C., C. and I. C. from 36¾ to 37¼, and back to 36¾@36¾ at the close. Of the rest, little can be said, beyond the fact that it seemed to require very great severity in money to check the growing firmness.

State Bonds were a fraction easier, with sale of Tennessee, Old issue, at 79; Virginia Consols at 56, and South Carolina, New, (of January and July,) at 52. Pacific Railroad bonds were about as yesterday, the Union Pacific Firsts selling freely at 91, exclusive of coupon of 3 ₱ cent., Gold, payable next Thursday, at the Company's office in Boston, or at the office of Messrs. Morton, Bliss & Co. in this City.

Closing Quotations—Dec. 27.

	Thursday.	Friday.
United States New 5s	111¾	112
U. S. 5-20s, May and November	112¾	113
U. S. 5-20s, January and July	117	117¼
American Gold	112	112½
Bills on London, 60 days	109¾	109¾
N. Y. Central and Hudson	99½	98¾
Chicago and Rock Island	111¼	110¾
North-west Common	82	81¾
Pacific Mail	73⅛	73⅜
St. Paul Preferred	77¾	77½
St. Paul Common	54¼	54
Ohio and Mississippi	43¾	43½
Western Union Telegraph	81	80½
Erie	60¾	61
Union Pacific	37¼	36¾
Lake Shore	95¾	95½
C., C. and Indiana Central	36¾	36¾
Toledo and Wabash	74½	74½
North-west Preferred	86¼	87½
Hannibal and St. Joseph	47¾	47

The following bids were made for the various Public Funds of the United States:

The New York Times.

NEW-YORK, SATURDAY, DEC. 28, 1872.

Amusements This Evening.

WALLACK'S THEATRE.—BROTHER SAM—Mr. E. Sothern, Mr. John Gilbert, Miss Effie Germon. Matinée at 1½.

GRAND OPERA-HOUSE.—ROUND THE CLOCK—Mrs. John Wood, Miss Emma Howson, Mr. John Brougham. Matinée at 1½.

BOOTH'S THEATRE.—HENRY DUNBAR—Mr. J. W. Wallack, Miss Mary Wells. Matinée at 2.

FIFTH-AVENUE THEATRE.—FALSE SHAME—Mr. George Clarke, Miss Clara Morris. Matinée at 1½.

UNION-SQUARE THEATRE.—MONEY—Mr. D. H. Harkins, Miss Mary Griswold. Matinée at 2.

OLYMPIC THEATRE.—LES CENT VIERGES—Mlle. Aimée, M. Juteau. Matinée at 1½.

NIBLO'S GARDEN.—LEO AND LOTOS—Mlle. Diani, Mr. Fiske. Matinée at 1½.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

BRYANT'S OPERA HOUSE.—ETHIOPIAN MINSTRELSY—Dan Bryant, Seymour, Reed. Matinée.

ST. JAMES THEATRE.—SAN FRANCISCO MINSTRELS—Birch, Wambold, Backus and others.

TONY PASTOR'S OPERA-HOUSE.—VARIETY ENTERTAINMENT. Matinée at 2½.

STEINWAY HALL.—GRAND SYMPHONY CONCERT, under the direction of Theo. Thomas.

COOPER INSTITUTE.—LECTURE by Prof. Tyndall. Subject—"The Relations of Light and Radiant Heat."

The New-York Times.

The NEW-YORK TIMES is pre-eminently a family paper, all objectionable advertisements being rigidly excluded; and it has a constantly increasing circulation among the most respectable classes of the community.

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The DAILY TIMES, per annum, exclusive of the Sunday Edition.....10
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SPECIAL RATES FOR THE WEEKLY AND SEMI-WEEKLY TIMES FOR 1872.

The WEEKLY TIMES, per annum.....$1 00
The SEMI-WEEKLY TIMES, per annum.....2 50

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THE NEW-YORK TIMES.
New-York City.

To Advertisers.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 33d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

It must be admitted that fires have broken out lately in this City with startling frequency. Every night, and all day long, there are numerous alarms. Defective flues, and carelessness in the use of furnaces and heaters, doubtless account for many of these fires—but it begins to look as if they were not all the result of sheer accident. We recommend the Police to keep a sharp lookout just now—and the most rigid investigation should be made into every fire that occurs. We have often called attention of late to the excellence of our fire brigade, but it is impossible for us to do justice to the efforts of these men, even during the past week. We can assure our readers who can go to bed at any hour they please, that the climate at 2 or 3 in the morning, just at present, is not at all genial, and nobody would turn out into the streets who was not actually obliged to do so. On Christmas night, just as the snow began to fall, the wind cut like a whip of steel. The firemen were repeatedly called out, and again during Thursday night, when it was most difficult to drag the engines along the street, several great conflagrations occurred. Chief-Engineer PERLEY was present at them all; and, indeed, it is said that he is rarely absent from a bad fire. He is a man who deserves well of the public, and we are all under a debt of gratitude to the entire service. We hope they will have an easier time of it during the remainder of the holidays.

The New-York *Commercial Advertiser* is trying to prepare the minds of its readers for a good old-fashioned Winter's work at Albany. It says that the TIMES thinks "legislation can be secured simply by writing a leading article." Oh, dear, no!—we are well aware that the lobbyist is a much more important personage than the leading-article writer. The *Commercial*, as is very natural, defends that line of business. It says that great corporations "must employ *skilled talent* if they want to set their claims properly before the Legislature." Modesty alone prevents the *Commercial* from giving us the address of the party with the "skilled talent." The editor, however, goes on to say:

"Whoever goes a-begging must have a story to tell; and the way of the world is to hire somebody to devote his time and talents to telling it, while the petitioner attends to his usual business. The business of our Courts could be as readily transacted without the presence of counsel, as the business of our Legislature without the assistance of what is called the lobby."

An open defense and justification of lobbying is not often seen in New-York papers, but the *Commercial* is often original, and it would never do for the fish-seller to go about the streets crying "stinking fish."

An eminent member of the Presbyterian Church inquires of Prof. TYNDALL, through our columns, what is his special ground of grievance against the Presbyterians? Prof. TYNDALL says they have been "railing" at him. So far as we have seen, they have simply contended that prayer is not a vain or empty form, which is an old-fashioned theory, much in vogue before science had done anything for the world, and which has given consolation and support to millions of our fellow-creatures. Science does not appear to offer anything better in its place. Perhaps the Presbyterians might retort upon Prof. TYNDALL the charge that he has been "railing" at religion—which is almost as serious an offense as railing at Prof. TYNDALL. The belief in prayer is capable of mitigating human misery quite as much as the most accurate of theories on the phenomena of light and heat.

The way in which the Democratic Party assisted to bring down TWEED & Co. is pretty fairly illustrated in the following paragraph from the *World*. It is necessary to premise that, at the time it appeared, we were accusing TWEED and his confederates of having made their large fortunes by plundering the City—a fact now pretty well understood. We had also published the proofs of TWEED'S frauds, and the *World* had deliberately suppressed them. It was just at this time that the *World*, while defending TWEED and his friends in every way that occurred to its dull senses, published the following explanation of TWEED'S sudden rise to wealth:

"It by no means follows that, because a man has made a handsome fortune within the last ten years, he is therefore a rascal. Men out of office, as well as men in office, have acquired great wealth during these eventful years; and, until the contrary is shown by evidence, we are willing to consider it legitimate. The last ten years have been an era of gigantic speculations in gold, stocks, real estate, merchandise, and every marketable thing. Shrewd men in office, and shrewd men out of office, have made a great deal of money, and by the same means, namely, their foresight in anticipating changes of value. Whatever else Messrs. TWEED and SWEENY have been charged with, nobody ever accused them of being fools. Why, then, should it be thought incredible that they have amassed fortunes by the same kind of legitimate speculations in which other shrewd men have made so much money?"

An Erie stockholder expresses his approval of the remarks we have recently made on the subject of the Erie compromise with JAY GOULD. We certainly thought we were right in what we said; but since we have found those eminent authorities—S. L. M. BARLOW, Esq., the *Tribune*, and the *Nation*—to be of opinion that to assist a swindler to escape justice is quite right, we have, of course, changed our minds, and hope our correspondent will also adopt the new code of morals. To be sure, he has been robbed of his money; but great theories cannot be carried out without somebody suffering. We have not heard that the legal adviser of Erie has lost anything.

Some of the principal obstacles to the proper administration of justice in cases of killing would be removed by the bills proposed by Mr. CLINTON, in a communication to be found elsewhere. They embody the simplest and most practical suggestions we have yet encountered in this direction. Justice is balked by delay, by the difficulty juries have in discriminating between degrees of guilt, and by the abuse of the plea of insanity. Mr. CLINTON'S propositions on these points should have the respectful consideration of the Legislature.

The annoyance and inconvenience inflicted by the storm are great, but they are insignificant compared to the actual suffering resulting from shipwrecks on the eastern coast. The loss of the *Peruvian*, off Cape Cod, with all on board, when almost in sight of port, after the long voyage from Singapore, is peculiarly sad. On Nantucket Island, too, we learn of the loss of six sailors, drowned while endeavoring to reach the shore from their wrecked ship, *Kadosh*, from Manila. On the other hand, the discomfort and loss from interruption to general and local travel, though very considerable, are gradually lessening. The mails, at one time twenty-four hours behind, are now coming in more regularly. The seven hundred passengers snowed in on the Hudson River road have reached the City, and the trains will run regularly again today. The Southern mails are on time, and the Northern and Eastern roads are approaching regularity rapidly. Street cars are multiplying their trips, though still very irregular. The most obstinate difficulty presented by the storm is the impassability of the cross streets which is but slightly abated.

Recent Jobs in the Board of Supervisors.

The outgoing Board of Supervisors seems determined to thrust itself upon public attention. It has a good deal of unfinished business which the tax-payers could well afford to pay it a handsome sum to leave unfinished. But for reasons best known to the active members of this body, the Board has recently been seized with an intense desire to dispose of an unprecedented amount of work. Its meetings have been unusually frequent, and the resolutions "put through" at those meetings have been in number and variety sufficient to appal any one who had the slightest concern about providing the money which they call for. If we were to be entirely rid of the present Board of Supervisors by the end of the year, it might be possible to find consolation in the reflection that its power for mischief is much more limited than are its intentions. We might also cherish the flattering hope that the new Board, over which Mayor HAVEMEYER will be called to preside, and of whose committees he will have the appointment, would find it possible to rescind some of the most objectionable resolutions of its predecessors.

Neither of these anticipations can be safely indulged in, for the following reasons: Four members of the present Board have been re-elected; three out of these four have attended the recent meetings of the Board of Supervisors, and we find them on record as consenting to sundry recommendations of their less scrupulous colleagues, which are equally contrary to the public interest and to the spirit of reform.

The three members in question are Messrs. VANCE, FALCONER, and VAN SCHAICK. In each and all of these gentlemen we have the utmost confidence; we considered their re-election as a triumph for the cause of reform, just as we considered the rejection of men like COCHRANE, CONOVER, and COMAN as an encouraging proof that the people of New-York were once more awake to the necessity of holding public servants to a strict account. It is because we believe that the three Reformers in the present Board have acted without consideration in some recent votes to which they were parties, and because we confidently expect that they will repudiate any improper transaction which they may have hastily sanctioned, that we direct attention to a few sample resolutions of the outgoing Board, which should have been accompanied by their protest, and of which they will doubtless be the first to urge a reconsideration.

In the minutes of the Board, of Dec. 16, we find the Committee on Armories, of which Mr. VAN SCHAICK is a member, recommending a ten years' lease of the building known as Nilsson Hall, for the use of a regiment of the National Guard, at an annual rent of $14,000. The recommendation was adopted by a unanimous vote, in which appear the names of Messrs. VANCE and FALCONER. In the *Staats Zeitung* of Dec. 24 appears a letter signed by Col. STAUFF, of the Ninety-Sixth Regiment, and Brig.-Gen. FUNK, in which the following history is given of this transaction: The proprietor of Nilsson Hall first demanded for it a yearly rent of $6,000, but on Col. STAUFF explaining that it was required for an armory, he raised his terms to $10,000 a year. A provisional bargain for a ten years' lease was made on this basis, and the Colonel of the Ninety-sixth considered the transaction as good as closed. Meanwhile, however, Col. F. W. STERRY, of well-approved experience as an armory lessor and lessee, seems to have considered Nilsson Hall as exactly the place suited for quarters for the gallant Sixth, whose lease of the sumptuous rooms of the Tammany Society has lately been abruptly terminated. By some inscrutable method, Col. STERRY seems to have convinced the Supervisors' Committee that it would be quite in accordance with the public interest to pay $14,000 a year for Nilsson Hall as an armory to the Sixth Regiment, in preference to paying $10,000 a year for it as an armory to the Ninety-sixth. To the uninstructed tax-payer this seems very like a job, perfected at a cost to the public of $40,000. When the question of veracity between Supervisor CONOVER and Gen. FUNK has been fairly decided, it is barely possible that the transaction may admit of a different reading.

In the minutes of the Board of Dec. 19 appears the following entry: "The report of the Committee on Armories and Drill-rooms, in favor of paying bills of FRANK W. STERRY for rent of armory corner Broadway and Fourth-street, and occupied by Eighty-fourth Regiment, was taken up and considered. The said report was then accepted," and the resolution adopted by a vote in which the names of Messrs. VANCE and FALCONER are recorded in the affirmative, and that of Mr. VAN SCHAICK only in the negative. It may appear strange that the rent of a building, whose lease ought to be sufficient legal warrant for its payment, should need to be fortified by a mandatory resolution of the Board of Supervisors. Some explanation of this may be found in the following statement of facts in regard to the armory, as published in the TIMES eighteen months ago. "The rooms are situated on the top floor of a building south-east corner of Broadway and Fourth-street. F. W. STERRY, to whom the warrant is made payable, is Colonel of the Sixth Regiment. The rooms were formerly let to the Twelfth Regiment at an annual rent of $3,000. This is certainly their full value, and it is said that Col. STERRY actually leases them at this figure and then lets them, through the agency of INGERSOLL, to the Ring at $11,000 a year, for the use of the Eighty-fourth Regiment." The Ring has passed away, but not, it appears, Col. STERRY or his lease, which contains an agreement for an annual rental of $13,000 during the second and third years, and of $15,000 during the fourth and fifth years of the occupancy of the rooms in question.

We have already directed attention to the extraordinary resolution in which the Board of Supervisors, at its meeting of 26th inst., tried to legalize the illegal claims of Sheriff BRENNAN, though here we are glad to find the Reform element in the Board making its protest heard. At the same meeting some minor business was "put through," apparently without protest, of which the following resolution is a sample: "*Resolved*, That the annexed application of the Police Justices of the Fourth District Police Court, in this City, (for an additional Police Court Clerk,) be and the same is hereby authorized to take effect *from the date of application*, (Jan. 3, 1870.)" This neat trick in the line of retrospective sinecure-making, has probably been due to the inventive genius of the Tammany Clerk of the Board, J. B. YOUNG, whose continuance in office is as much an insult to public sentiment as would have been that of his late master, TWEED.

The Kamehamehas.

Death, who, as HORACE remarks, visits with unpleasant impartiality the cellars of Water-street and the mansions of Fifth-avenue, has recently knocked at the door of a royal palace, and summoned the last representative of a royal line to abandon forever the pleasures of "poee-poee" and the chaste delights of the "hula-hula." In short, KAMEHAMEHA V. is dead, and by his death the reigning family of the Sandwich Islands becomes extinct.

The history of the house of KAMEHAMEHA is one full of exciting incident and curious change. In the year 1778, Capt. COOK, who had landed at the Sandwich Islands in the interests of science and with a view to fresh pork, was murdered by the subjects of KAMEHAMEHA I., and, if report speaks truly, was much relished by that monarch in a roasted state, and in connection with plantain sauce. Though history, in the shape of that garrulous sea-faring man, has fixed the name of "KAMEHAMEHA" upon the pleasant cannibal who thus turned the British navigator to such practical use, there is good reason to doubt whether that name was not wholly a creation of an inventive and irreverent mariner. Of course, a naked cannibal cannot be credited with any large amount of good taste, but it is improbable that even the eater of the tough and weather-beaten COOK would have called himself by a name so obviously absurd as KAMEHAMEHA. This, however, is a digression. In time, the founder of the royal house of the Sandwich Islands died, in the purest odor of cannibalism, and his son reigned in his stead. The latter, having conceived a high opinion of European civilization from the samples of rum obtained by him from casual sailors, abolished paganism by a royal decree. What particular form of worship he proposed to establish in its place is not certainly known, though unquestionably the spirit of rum would have had the highest place in his new pantheon. Luckily, a number of missionaries landed in his dominion soon after the abolition of heathenism, and the new religion brought by them was cheerfully adopted, as being beyond doubt an improvement upon the original paganism of the Kanakas and the riotous religion of the average mariner.

Until now the KAMEHAMEHAS have reigned undisturbed, and, as a rule, have been unshaken in their support of the Christian religion. At times, the second, third, and fourth monarchs of that name are understood to have lapsed, for brief intervals, into the pagan ways of their ancestors. The hereditary longing for roasted human being would occasionally impel a KAMEHAMEHA to look with suspiciously-unpleasant interest upon a particularly edible missionary, and to hint that, in the good old days of KAMEHAMEHA I., indigestion never haunted the cheerful board of the well-fed Kanaka. Still, this longing never resulted in the actual cooking of any one, and the hungry king invariably abandoned his half-conceived cannibalistic purpose, and sadly solaced himself with the harmless but hardly toothsome pig. It is also believed that occasionally a KAMEHAMEHA displayed a threatening tendency to abolish Christianity, and to set up the simple worship of New-England rum, in accordance with the original design of KAMEHAMEHA II. Nothing serious, however, came of these heretical impulses, and the King, after having passed through temporary drunkenness to a state of headache and repentance, promptly arrested the first available drunken sailor, and convinced him that the royal government cherished a hearty hatred of drunkenness and debauchery.

The extinction of the reigning house, by the death of KAMEHAMEHA V., leaves the nation without a head. Had, however, the supply of KAMEHAMEHAS held out a few years longer, the equally annoying contingency of the extinction of all their subjects would have occurred. The Sandwich Islanders, who, in 1823, numbered 140,000 souls, such as they were, had been reduced, in 1853, to less than 74,000, and since that date the Kanaka has improved himself off the surface of the earth with steadiness and rapidity. The legislative body will either select an eligible Kanaka, wash him, dress him, and proclaim him KAMEHAMEHA VI., or will establish a republic. In either case, however, the independent condition of the Sandwich Islands can be prolonged but a few years. What nation will then absorb the Islands remains to be seen. It has generally been supposed that their manifest destiny is annexation to the United States. If, however, some other nation, by a wholesale bribery of the Kanaka legislators with eligible pocket-knives and unlimited tobacco, should obtain a cession of the late KAMEHAMEHA'S dominions, the manifest destiny of the Islands would depend chiefly upon the ability of the purchasers to show that their bargain was a just one, and that their cannon were of large calibre.

Some Faithful Servants.

New-York of late years, as we need scarcely remind our readers, has not been particularly fortunate in her public servants. In the majority of cases, those of them who did not rob her have served her but indifferently; and of the rest it may fairly be said that if they did their work they have not declined to be exceedingly well paid for it. But, from this animadversion, one department of the public service must be excepted. Organized at a comparatively recent period, it soon came to be distinguished by the thoroughness and honesty with which its duties were performed. With the most hideous corruption prevailing in almost every other department of the public Municipal Government, the administration of this one has been singularly pure and efficient. Its employes, all trained experts at their business, have never been seduced by the evil example about them. Their ranks have embraced no shirkers, and no sinecures. Without pay, other than the bare permission to make a living, without conditions as to hours of labor, without strikes or rings or combinations of any sort, these faithful stewards have done their work from year to year in such a way as to leave no room for complaint. While clerks in other public offices fancy they have rivaled the labors of Hercules in yawning over their desks from ten to three, these energetic workmen are at their tasks from daylight to dark. Indeed, there is a maxim in the department, which we may as well say is not unconnected with the care of the parks and city squares, that the early clerk catches a breakfast, and hence there is an honorable strife among the employes to be first at work. Need we specify more particularly the department to which we refer, for has not the reader already guessed that this wonderful combination of virtue and industry can be found only among the sparrows?

It is human to be unmindful of services rendered silently, without ostentation and without importunity. But those who remember the usual condition of our streets in Spring and early Summer, before the sparrows came—how the City ways and squares were made horrible with all sorts of creeping and writhing and wriggling things, pendent, like unwholesome fruit, from every tree, arraying themselves in hideous festoons on every passing hat, clinging to the unhappy wayfarer in nauseous embraces—those who remember how the most charming season of our year was thus shorn of half its attractions, will be grateful to the busy little toilers that have relieved us of the pest. And now that our feathered helpers have fallen upon evil days, the chance is given us to repay their services by a little timely help. The heavy storm has cut off their usual means of sustenance, and it is reported that during the last day or two the sparrows have been dying in thousands all over the City. It is in the power of every one to help them by only scattering a few crumbs upon the snow. There need be no fear that the charity will be wasted or that the repast will lack eager customers. A crust thus disposed of will carry relief to many a starving little family of the trees.

In this case, too, virtue will assuredly bring its own reward; for at the cost of a handful of bread-crumbs, the donor has at command a most attractive little picture. THOMSON'S pretty sketch of the redbreast's Winter visit to the hospitable window-sill he may realize for the benefit of a much more deserving client than that picturesque rogue and mendicant. We are sure, however, that the promise of this gratification is not necessary to urge our fair readers to lend a spare moment to this simple and inexpensive little charity. They will not regret it when the Summer comes again, and they are able to promenade Broadway once more without annoyance from those "horrid worms."

Mr. Froude's Departure.

Mr. FROUDE sails for England today in the *Adriatic*. His departure is hastened, we understand, by unexpected and urgent domestic engagements. Although he has, in consequence, been compelled to forego some of his appointments, he has, nevertheless, repeated his lectures on the Irish question often enough to accomplish, partially at least, the object of his mission. He goes back, we fear, without having discovered on American soil that herb which might cure Irish discontent; but he has, nevertheless, compelled attention to the relations between England and Ireland as no other living writer could have done, and he has fixed firmly in the minds of our people certain great facts in the history of the Irish people, which will make the sentimental eloquence in which Celtic orators have so perpetually indulged seem what it actually is, the sheerest clap-trap. So far as England and her treatment of Ireland is concerned, Mr. FROUDE'S visit to this country is likely to have more far-reaching and substantial results. The detailed reports of his lectures given in our own papers were published in full in the London *Times* and other English journals, and if the attention thus attracted to the subject there shall result, by ever so little, in loosening the grip of the English landlord upon the Irish tenant, Mr. FROUDE will, doubtless, feel amply rewarded for his labors. With this result he will have accomplished more practical good for the Irish during the last few weeks than they have been able to effect for themselves during the last half century, with all their insane schemings in the way of insurrections and Fenian demonstrations. When those who have so bitterly assailed and misrepresented Mr. FROUDE come to look at this matter in its true light, they may be able to appreciate the mistake they have made in their treatment of him. He has drawn a stronger indictment against his own countrymen for the manner in which they have misruled the Irish than has ever before been made up, yet he has been represented as the uncompromising advocate of the British Government. Charges more absurd, even, than this have been insinuated and directly made against him; but we trust he will look back on them all as only the annoyance naturally incident to his self-imposed and somewhat disagreeable mission, and as the ordinary manifestation of that exuberant loyalty to the Green Isle which makes its highest tests of allegiance the shamrock and the shillelah.

Apart from its political bearings, Mr. FROUDE'S visit to this country is an event which deserves to be long remembered. There are hundreds, doubtless, who have had his histories and essays on their library shelves, and yet who have failed to acquaint themselves fully with the wonderful fascination which Mr. FROUDE has the rare power of throwing around the dry facts of the past. To these, and to the multitude who find the main part of their literary food in the lecture-room or in the newspapers, Mr. FROUDE'S discourses have been a revelation, in the knowledge which they have given them of the power which the English language possesses when handled by a master. His industry and patience in research, and, as Mr. EMERSON so happily expressed it, "his faculty of seeing wholes, and the faculty of seeing and saying particulars;" his wonderful power of throwing into a few sentences a picture which writers of ordinary genius would take pages to paint—all these characteristics, which stamp Mr. FROUDE as by far the greatest of living historians, have been illustrated by his lectures on the Irish question quite as forcibly as in his published works. While it has been a privilege for the public to have been brought into close and familiar intercourse with a scholar of so much culture, it has certainly been worth much to him to have had the opportunity of broadening and strengthening his reputation to the extent which he has done by his visit to this country. We hope that, when another lecture season shall arrive, Mr. FROUDE may be induced to come back to us with the results of his researches into regions less thorny and difficult. He may rest assured that England can send us few of her representative literary men who would receive so hearty a welcome.

Meteorological Coincidences.

On the night of Sunday, Dec. 8, a great storm burst over the West of Europe, and was especially severe in the British Islands. We know not how far the theory may be assented to by meteorologists, but it seems to us that the fierce tempest which broke out on the east coast of America on Christmas night, if not identical with the European hurricane, must have originated in a like train of causes. The extreme severity of both perturbations, unprecedented for many years, the duration of the gale, and the damage inflicted, are all suggestive of this theory, and at least deserve attention as remarkable coincidences. In London, on the night named, trees were uprooted in the parks; conservatories and glass roofs were smashed in; chimney-stacks came to the ground by the dozen; several houses were unroofed; side walls were driven in; a large factory was leveled with the ground, and forty "storm patients" were received, during the night, at the various hospitals.

At Liverpool, the *Great Britain* dragged her anchors in the Mersey, pitched against the pierhead, and stove in her stern, so that the sea made a clean sweep into her cabin. The *Melpomene* went ashore. A tug ran under the bows of the *Great Western*, to haul her to a place of safety, and was never seen again, having been literally swallowed up by the sea. At Clifton, near Brighton, the pinnacle of Christ Church fell, and went right through the roof. Precisely the same thing happened to churches at Yeovil, at Crowkerne, and at Taunton. Heavy pieces of architecture, such as walls and towers, that had stood the storms of centuries, were demolished. In Savernake Forest, Marlborough, ninety magnificent forest trees, all close together, were blown down. Buildings were unroofed in many towns. Wrecks were dashed by the score against the coast. A stone wall at Richmond, 100 feet long, and 9 feet high, was prostrated. Carriages in some places were blown entirely over. Several accidents happened to gasometers, leaving whole districts in utter darkness. At Stoke-on-Trent an explosion took place, by which several persons lost their lives. The highest wind-pressure ever previously known in England was represented by twelve—a force of eleven is recorded on this occasion at Plymouth, Scilly, and Portishead.

While we have apparently been fortunate enough to escape some of these calamities—although much disaster, we fear, yet remains to be told—there are many features and effects in the two gales exhibited by them in common. We have had snow, instead of the rain-fall that visited Europe, but the destruction of buildings and trees, the ills wrought to life and limb, the tumbling in of the roofs of churches, and the rare, if not unparalleled, force of the storm, have been experienced alike, on both sides of the Atlantic. Just as a year ago the tremendous freshets of Thibet and Hindostan were followed, after a short space, by the same phenomena in Europe, beginning in the Eastern Principalities, and extending clear to the Appenines—so now the European hurricane appears to have crossed the ocean to our shores, and may be expected, we surmise, to cross the continent, until San Francisco has had a taste of what we have experienced during the past few days. These coincidences may, indeed, be accidental, but the general drift of meteorological discovery is such as to beget an opinion quite opposite. The more closely the phenomena of meteorology are observed, the more frequently we have noticed that these coincidences occur. The reflection is obvious that, if there be really a connection in these atmospheric vicissitudes, so that what is likely to happen in one place may be predicated by what is happening in another, and if the principle is applicable to great, as it has already been shown to be applicable to comparatively short, distances—it will become possible for men hereafter to forestall, by timely precaution, an incalculable amount of human suffering and loss of property.

MINOR TOPICS.

The new Public Library of Chicago is to be opened on the 1st of January by the Mayor, who has undertaken to deliver an address appropriate to the occasion. From what has already been stated, it appears that the labors of the gentlemen composing the Committee on Books have been very successful. Most of the leading publishers and colleges of this country and Europe, and a number of authors, have taken advantage of the opportunity to make handsome contributions. As we anticipated, some authors, the merits of whose works do not entitle them to a representation in a public library, have responded so generously to the call of the Committee, that considerable difficulty has been experienced in so wording a resolution of thanks as to exclude "them and their trash." On motion of one of the members, it was finally decided "that thanks should only be returned for books that were valuable." The position was an exceedingly delicate one, and the Committee certainly deserves credit for the justice of its decision.

Russians who may be residents of New-York City must have opened the eyes of amazement at the information contained in Tuesday's *Tribune* concerning their manner of keeping Christmas. The writer, after accusing the Frenchman of whistling a *noel*, and the Irishman of going to midnight mass, proceeds to state that the Russian drank a bottle of *kirsch* before breakfasting on sausage and salt meat. This account reminds us of the celebrated definition of a crab by a French encyclopædist; "Crab—A red fish with a retrograde motion." CUVIER'S remark upon this was that it contained the following errors: First, that a crab was not red; second, that it was not a fish; third, that its motion was not retrograde. The *Tribune* writer's description may be dealt with in something the same fashion. The Russians who drink at all inebriate themselves with *vodka*, not *kirsch*; they breakfast either *à la Française* or on fried rye-bread and coffee, and not on sausage and salted meats, which are German delicacies; and they keep Christmas Day on the 6th of January, not the 25th of December. With these qualifications, the account of the *Tribune* may be permitted to pass current.

The municipal authorities of Boston have a way of treating the street-railroad companies that would be worthy of imitation by the Aldermen of New-York. After a snow-storm in the former city, the employes of the several companies immediately begin the work of plowing and shoveling from the tracks to each side of the street. The snow having been thus heaped, a corporation ordinance, which is always enforced, requires that it shall be removed as speedily as possible, so that the traffic may not be unnecessarily impeded. In this City the employes of the railroad companies plow and shovel in precisely the same manner; but they go no further. Having piled up immense bowlders of snow along the tracks, they leave them to be carried off by a general thaw, casting aside whatever for the inconvenience occasioned to store-keepers. It is certainly not fair that wealthy corporations should be permitted not only to have the right of cutting up the streets as may best suit their purposes, but also to inflict injury on private property. Considering the large dividends awarded to stock-holders and the smallness of the percentage exacted as a tax, it would seem no more than simple justice that all our street-railroad companies should be compelled to remove the snow thrown from their tracks. We hope the Aldermen will lose no time in taking this hint.

A young man, between twenty and twenty-one years of age, was locked up in a Pittsburg station-house the other day, on the complaint of his father that he was "incorrigible." The event which had produced in the paternal mind this conviction of the hopeless moral state of his son was the marriage of the latter, who had persisted in violating the express orders of his father by providing himself with a wife. The young man, of course, supposed that his father would express his anger in violent language, but that in time he would relent and bless his children, after the manner of heavy fathers of the stage. Great was his surprise to learn, by sad experience, that he was eligible to all the privileges of the House of Refuge, and that his stern father was determined to make him spend his solitary honeymoon in the degrading occupation of breaking stone. This case should be a warning to very young people about to marry. So long as the husband is under age he can be locked up, if his father so desires, and though his wife may weep outside the walls of the House of Refuge, she cannot be admitted to weep on the faithful bosom of her imprisoned boy.

Our steam railways persist in roasting their passengers by placing stoves in the cars and our street railways freeze their passengers by supplying them with no heat whatever. In the former case the stoves are not only horribly dangerous, but they are unnecessary, as the cars could be warmed by steam from the boiler. In the case of the street-cars, there is no possible danger from the use of stoves, and there is a terrible amount of discomfort and actual suffering from their absence. Stoves are used in the street-cars at Albany, and while they keep the passengers comfortably warm, occupy no more room than would be required by two sitting and two standing passengers. If the railway companies of this City would abate a little of their inordinate greed, their passengers could be carried comfortably in the coldest weather, instead of undergoing the suffering which they uniformly experience whenever the thermometer is below the freezing point. If they are unwilling to lose the room occupied by stoves, the cars could easily be heated by hot-water pipes. It is simply an outrage that no means of warmth whatever are provided for the thousands that are compelled to use street-cars.

AMUSEMENTS.

Theatrical.

"MONEY" AT THE UNION-SQUARE THEATRE.

Had Lord Lytton never written any other play than "Money," he would still have taken high rank among modern dramatists. The cynicism of the piece is bitter, but not more so than those who know the world find just. The bombast with which the cynicism is relieved is mawkish, but it is a good stage balance for the cynicism, and always goes well with the gallery. In plot "Money" is neither strong nor original; but its characters are masterly, and its dialogue is witty almost to a fault. Lord Lytton's eye for human selfishness, treachery, and cruelty may not be so keen as Balzac's; but in comprehensiveness of range it is not inferior to that of the French anatomizer, while for thoroughness of social knowledge and discrimination in the clash and attrition of character the author of "Money" has been surpassed by at least no dramatic contemporary.

Last night the company at the Union-square Theatre undertook to cope with this difficult comedy. The undertaking was serious, although its result may be briefly described. Some of the parts were played well, most of them indifferently, and a few very badly. The scenes and dresses were remarkably good, and the general effect was, to appearance, satisfactory to the audience. Mr. Harkins was the hero. Mr. Harkins is a worthy performer, and, in some parts, an excellent one, but we are compelled in candor to say he is not in the least like *Alfred Evelyn*, of Trinity College, Cambridge. Such a person would have in manners, speech, and bearing attributes exceedingly unlike those with which Mr. Harkins presents us. Hence, in point of dramatic illusion, his *Evelyn*, of necessity, is disappointing. But it is acted with considerable care, and, perhaps, found more admirers than it would have done were our criticism inapplicable. Mr. Mark Smith played *Stout* with overwhelming unction and ready humor, and gained at will from his public the tribute of abundant laughter. It is a pleasure to see this popular artist in a part at once worthy of, and not unsuited to, his talents. In *Sir Frederick Blount* an opportunity for distinction was afforded of which Mr. Parkes took characteristic advantage. His reminiscences of Mr. Sothern are creditable. His clothes in the part may be set down as memorable. Such effects can hardly be produced save by the inspiration of genius. Aside from his garments, Mr. Parkes did very well; and although *Sir Frederick* is conventionally a gentleman, and this should be made clear in unequivocal ways by the actor, it may be his misfortune rather than his fault if he fails short therein. Mr. Edward Lamb was lugubrious and painstaking in *Graves*, and Mr. Mackay made a respectable *Sir John Vesey*. The *Lord Glossmore* and *Capt. Dudley Smooth* were comparatively inoffensive, yet ludicrously unsuggestive of the author's intention. Whatever their strong points, *oratsemblance* was decidedly eclipsed by them. Miss Mestayer is a joyous and hearty *Lady Franklin*, and omits none of the conventional "business." The lady materially added to the fun of *Graves'* scenes, and, in so doing, helped the comedy amazingly. A somewhat hard and uninteresting, but correct and finished, embodiment of *Clara Douglas* was furnished by Mrs. C. Jennings. The lady cast for *Georgina* made her first appearance here, and approved herself an intelligent performer. The duplicity and selfishness of *Georgina* were painted by her representative with appreciative grace. It is not often that so young an artist enters thus, *con amore*, into histrionic subtleties that experience is commonly required to master; and a faculty for ready simulation is thus indicated, which will no doubt in time produce its legitimate fruits. Taken altogether, for those who are not too exigent in looking for knowledge of the usages of cultivated society, there was much in the performance of Lord Lytton's comedy at the Union-square Theatre, to evoke pleasure; and the more fastidious might possibly concede to that performance gentle toleration. "Money" is on the bills for a matinée today, and for a further repetition in the evening.

Musical.

THOMAS' SYMPHONY CONCERTS.

The second of Mr. Thomas' symphony concerts will be given at Steinway Hall, this evening. Attention has already been directed to the interesting character of the programme, and to the admirable recital thereof which may be awaited from Mr. Thomas' orchestra. No doubt the attendance will offer gratifying assurance that the facts we have mentioned have been borne in mind.

THE NATIONAL CAPITAL.

Tobacconists Asking Removal of Duty from Licorice.

Discussing the Speakership—The Winter Social Life at the White House—The Interior Department—Models for the Statue of the Late Gen. Rawlins.

Special Dispatch to the New-York Times.

WASHINGTON, Dec. 27.—The tobacco manufacturers will attempt to have licorice paste, mass and stick, placed on the free list. A bill with this object passed the House last session, but did not get through the Senate. In the general Tariff bill, however, a reduction from ten cents to nine cents per pound was made. Last year there were imported 2,690,558 pounds of licorice, valued at $362,455. On this the duties collected were $269,055, or sixty per cent. ad valorem. The manufacturers of tobacco think this high tax very burdensome, but it is quite doubtful if they succeed in securing the object they desire.

THE NEXT SPEAKER.

The Western papers are discussing very freely the chances for the Speakership of the next House, and are using, among others, the name of Hon. William A. Wheeler, of New-York, as a candidate in opposition to Speaker Blaine. Mr. Wheeler's long service, and his ability as a presiding officer, would make him a strong candidate if he would allow his name to be used. But he has positively declined to permit such a thing, and has unequivocally expressed himself in favor of the re-election of Mr. Blaine, regarding the latter's services, both in the chair and in the political field, as entitling him to a cordial indorsement at the hands of his fellow-members.

RECEPTIONS AT THE WHITE HOUSE.

Mrs. Grant will change her reception day this Winter from Tuesday to Saturday. This is done for the especial convenience of gentlemen, especially members of Congress, most of whom can attend Saturday, but are debarred by public business from attending any other day. This will add much to the receptions, and prevent them from being monotonously monopolized by the ladies. The President has arranged for three evening receptions, viz., Wednesday evening, Jan. 15; Wednesday evening, Jan. 29; Wednesday evening, Feb. 12.

Dispatches to the Associated Press.

THE QUARTERMASTER'S DEPARTMENT.

On recommendation of the Quartermaster-General, Col. Rufus Ingalls has been assigned today as Chief Quartermaster of the Military Division of the Atlantic, and ordered to report to Gen. Hancock, commanding the division. Col. Ingalls will retain the immediate charge of the principal depot of the Quartermaster's Department in New-York. Col. L. C. Easton, Assistant Quartermaster-General, has been relieved from duty as Chief Quartermaster of the Military Division of the Atlantic, and will remain in charge of the general depot of the Philadelphia and Schuylkill Arsenal.

NEW YEAR'S DAY AT THE WHITE HOUSE.

The announcement is made by authority that at 10 o'clock A. M., on Wednesday, the 1st of January, the President will receive the members of the Cabinet and Foreign Ministers. At 11½ A. M. the Judges of the Supreme Court of the United States, Senators and Representatives in Congress, the Governor of the District of Columbia and suite, the Judges of the Supreme Court of the District of Columbia, and of the Court of Claims, will be received. At noon 12 o'clock the officers of the army and navy will be received. At 12½ P. M. the heads of bureaus of the several Departments will be received. At 12¾ P. M. the Associated Soldiers of the War of 1812 and members of the Oldest Inhabitants' Association of the District of Columbia will be received. The reception of citizens will commence at 1 P. M., at which time the gates of the inclosure will be opened, and will terminate at 2 P. M. Carriages will approach the Executive Mansion by the eastern and leave by the western gate.

MODELS FOR A STATUE OF GEN. RAWLINS.

Gov. Cooke, Mr. Spofford, Librarian of Congress, Mr. Clarke, Architect of the Capitol, and Gen. Babcock, Commissioner of Public Buildings and Grounds, met in a room at the Executive mansion today to examine the various models for a statue of the late Gen. Rawlins, Congress having appropriated $10,000 for a life-size statue of the deceased. Those who sent models for competition are Dr. Stone and Messrs. Fiske, Mills, and Charles Ostner, of Washington; H. D. A. Henning, of Baltimore; C. Hess and B. M. Picketts, of New-York; J. A. Bailly, of Philadelphia, and J. Drischler.

The Commission on the Rawlins' statue voted to accept conditionally, that is, with modifications, the model submitted by J. A. Bailly, of Philadelphia.

COMMISSIONER OF INDIAN AFFAIRS.

Gen. Francis A. Walker has tendered to the President, through the Acting Secretary of the Interior, his resignation as Commissioner of Indian Affairs, to take effect on the 1st of January next. It is understood his resignation has been accepted, but his successor will not be appointed until after the return of Secretary Delano from Cuba.

COMMITMENT OF AN ALLEGED MURDERER.

Thomas Wright, the colored desperado, arrested on Wednesday night, charged with the murder of the Polish peddler, Samuel Rogeraki, whose dead body was found in an alley horribly mangled, had a hearing at the Police Court today. He was fully committed to await the action of the Grand Jury. The evidence is so strong against him as to leave no doubt of his guilt.

SUBLIME LODGE OF SORROW.

Imposing Ceremonies in Irving Hall—Description of the Proceedings.

Irving Hall was last evening filled with ladies and gentlemen, attired in sombre apparel, assembled for the purpose of witnessing a Sublime Lodge of Sorrow, convened in memory of the Illustrious Brethren of the Ancient and Accepted Scottish Rite of Masonry, who have died during the past four years. The balconies were heavily draped, and garlands of evergreens, and banners of the various degrees of the rite, were displayed. In the centre of the floor was placed a catafalque, on the top of which rested the coffin, surmounted by evergreens and a triangular-shaped apron, the whole surrounded with evergreens. On the top step rested the "trumpets of Fame," directed east, west, north, and south, and at each corner of the lowest step was a candelabra with colored lights. West of the catafalque was placed a tomb, constructed after the style of the ancients, and east of the catafalque were the Table of Shew-bread and the Altar of Incense; further east were the seats of the principal officers engaged in the solemn ceremonial, and on a raised platform sat the Supreme Council of the Northern Jurisdiction of the United States. Before the presiding officer was placed the Holy Bible, the Square and Compass, and the Sceptre of Supreme Authority; and at the extreme east of this raised platform the golden Ark of the Covenant rested on a pure white Altar, while on either side were placed seats for the distinguished visitors. The front of the platform was ornamented with life-sized bronze statues of Knights in full armor.

The proceedings were commenced by a funereal overture from Downing's full orchestra, followed by Mendelssohn's March D'Estrata. The Grand officers entered and took up their stations, the Illustrious Grand Master opening the Bible and placing the Lights in their proper position. The Sublime Lodge of Sorrow was then opened in ample form, each officer responding to the object of that solemn convention, after which the Venerable Junior Warden offered prayer. The Illustrious Grand Master introduced John W. Simons, the orator of the occasion, who pronounced an eulogy on those who had died during the past four years. The lights were lowered to a glimmer, and the funeral march was performed, during which the funeral procession entered, each member bearing a lighted torch, burning alternately a dim blue or red flame, without radiance. The first section of torch-bearers were robed in white, with scarlet triangular aprons, and having passed around the catafalque in double rank, separated and took up their stations on the right and left. The second section, robed in black, with white triangular aprons, then entered, and passing around the catafalque in double ranks, also separated, and alternating with the others, also took up their stations on the right and left. The High Priest and other officers of the Sanctuary, preceded by incense-bearers, then entered in procession and took up their stations at the east of the catafalque, the patriarchal mourners occupying seats at each corner. The whole, numbering about fifty, then knelt in prayer, during which the incense on the altar was lighted. The High Priest then recited passages from the Scriptures, to each of which the choir responded with the chant, "Haste Thee to Help Us." During the whole of this portion of the ceremonies the tolling of a bell was distinctly heard. The High Priest then advanced to the catafalque, after which the procession again moved in contrary directions around the bier. All then again joined in prayer, and when rising the funeral procession was once more put in motion, during which "Cease ye Mourners" was sung. The prelate then delivered the invocation. The funeral procession was again put in motion, the High Priest and Prelate advancing to the tomb, the bell still tolling. The patriarchal mourners then lifted the casket from its resting-place, and with the most solemn ceremonies bore it to and deposited it in the tomb, while the choir was singing the chorus, "Weep no more." This tomb doors having been closed, the Prelate solemnly bade farewell to the dead. The procession was again formed, and preceded by the officers of the Sanctuary, left the hall, the orchestra performing the funeral march and the bell continuing to toll. The gas was then allowed to resume its former brilliancy, after which the choir sang the prayer from Rossini's oratorio of "Moses," and the ceremonies were closed by the benediction from the Supreme Grand Prelate.

LAW REFORMS.

To the Editor of the New-York Times:

The necessity of reform in the administration of justice in capital cases is conceded by all. The insecurity of human life in this City, the frequency of murders, the practical immunity from proper punishment of those guilty of the highest crime known to the law, have at last so aroused and exasperated the community that they have determined there must and shall be some remedy. Sharing, as I do, the sentiments of the public on this subject, I propose to point out a suitable and effectual remedy. I believe that the enactment of proper laws will fully protect the innocent, and secure the swift conviction and certain punishment of the guilty.

A statute should be passed requiring that capital cases, when appealed, should go direct to the Court of Appeals and that they should be argued and decided promptly. That Court should give these cases preference, at all times, over all others. Now, a stay of proceedings can be granted by any one of the thirty-three Judges of the Supreme Court. No stay should be allowed except by the Court of Appeals or a Judge thereof; and then only when it is necessary to enable a case to be argued and decided before the day appointed for execution. In order to give a sufficient time for argument and final decision in the Court of Appeals, the day designated for execution by the Court in which the conviction took place, should be not less than twelve, nor more than sixteen weeks from the time of sentence. A stay of proceedings would rarely be necessary. The time allowed would be sufficient to enable a case to be properly argued and thoroughly examined by the Court.

The law of murder should be amended. As it is now, if a homicide be committed by one upon sudden provocation, in the heat of passion, with intent to kill, the intent not being formed until the instant he deals the fatal blow or fires the fatal bullet, he is guilty of murder in the first degree. The offense is as great as that of one who, in cold blood perpetrates a murder, which, with fiendish malice, he has deliberately planned for days, weeks, and months. In the former case, although the law requires it, juries are generally unwilling to convict of an offense punishable with death, while in the latter they convict readily and promptly. Juries generally, in cases where the intent to kill, (if formed at all,) is formed on the instant, have to determine between murder in the first degree, punishable with death, and manslaughter in the third degree, punishable with imprisonment in a State Prison for not more than four years. In the latter case the punishment is so light that it is a mockery of justice; in the former it is so severe that humanity—as represented in the jury-box—is shocked at its infliction. The result is, juries very often disagree. Then, again, sometimes a jury will convict of murder in the first degree, while another jury, on substantially the same facts, will convict of manslaughter in the third degree. This deplorable uncertainty brings the administration of justice into contempt. In those cases where, of all others, the result should be most certain, it is most uncertain.

The law should be so amended that a homicide (not justifiable nor excusable) committed without deliberation and premeditation, although with intent to kill formed on the instant, would be murder in the second degree. This offense should be punishable by imprisonment in the State Prison *for life*. The result would be that where the evidence was sufficient, juries would almost invariably convict in this class of cases.

The defense of insanity has been so perverted and abused in capital cases as to bring shame and reproach upon the administration of justice. If a person be really insane at the time he commits a homicide, law, justice, and humanity demand that he should not be convicted. But the community should certainly be protected from the violence of insane persons. If a person is so insane as to take human life, he should be confined for a sufficiently long period to protect the community against any return of such violence. I think that if such a person commits a homicide under such circumstances that it would be murder, were he sane, a confinement in a lunatic asylum for twenty or thirty years would not be too long. If such were the law, a sham and spurious defense of insanity would not often be interposed. If insanity were real, no injustice would be done. If the jury acquit on this ground, they should so state in their verdict. If the period of confinement in a lunatic asylum following such acquittal which I have suggested be too long, the Legislature might fix a shorter period; but some certain term of confinement ought to be prescribed by statute.

I have drafted bills in accordance with the views herein expressed, (copies of which I herewith send you,) which will be presented for the consideration of the Legislature soon to convene. If these bills—which are drawn with care—shall pass and be properly enforced, I venture to say that hereafter fewer murders will be committed in New-York, in proportion to its population, than in any other city in the United States.

As I said to the jury in asking on behalf of the prosecution a conviction in the case of Buckhout, I say now and most emphatically, (every law-abiding citizen will concur with me,) "Something must be done to stay this modern tendency, through the forms of law, to violate law; in the name of justice to perpetrate the most terrible injustice; through judicial machinery, organized to protect society, to let loose crime in our midst, and everywhere expose the innocent to the mercy of criminals, who, through the action of Courts and juries, receive a roving commission to rob and murder with impunity."

Yours respectfully,

HENRY L. CLINTON.

Dated NEW-YORK, Dec. 27, 1872.

AN ACT to amend an act entitled: "An act to repeal chapter 419, passed April 14, 1860, and chapter 303, passed April 17, 1861, and to divide the crime of murder into two degrees, and to prescribe the punishment of arson," passed April 12, 1862.

The People of the State of New-York represented in Senate and Assembly, do enact as follows:

SECTION 1. Section 6 of the act entitled "An act to repeal chapter 419, passed April 14, 1860, and chapter 303, passed April 17, 1861, and to divide the crime of murder into two degrees, and to prescribe the punishment of arson, passed April 12, 1862," is hereby amended so as to read as follows:

Section 6 of the said title shall be so altered as to read as follows:

SEC. 5. Such killing, unless it be manslaughter or excusable or justifiable homicide, as hereinafter provided, shall be murder in the first degree, in the following cases: First, When perpetrated from a premeditated design to effect the death of the person killed, or of any human being; second, when perpetrated by any act imminently dangerous to others, and evincing a depraved mind regardless of human life, although without any premeditated design to effect the death of any particular individual; third, when perpetrated in committing the crime of arson in the first degree. Such killing, unless it be murder or manslaughter, or excusable or justifiable homicide, as hereinafter provided, shall be murder in the second degree in the following cases: First, when perpetrated intentionally but without deliberation and premeditation; second, when perpetrated without a design to effect death by a person engaged in the commission of a felony other than that of arson in the first degree.

SEC. 2. Section 7 of said act is hereby amended so as to read as follows: "Section 7. Add to said title another section in these words: 'Every person who shall be convicted of murder in the second degree, or of arson in the first degree, as herein defined, shall be punished by imprisonment in a State Prison during the period of his natural life.'"

SEC. 3. No offense committed previous to the time when this statute shall take effect shall be affected by this act. The provisions of this act shall only apply to offenses hereafter committed.

SEC. 4. This act shall take effect immediately.

AN ACT in relation to the defense of insanity in criminal cases.

The people of the State of New-York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever the jury on the trial of any indictment for felony shall acquit the defendant on the ground of insanity, they shall so state in their verdict.

SEC. 2. Whenever upon the trial of any indictment for felony not capital, the jury shall acquit the defendant on the ground of insanity, the Court in which such acquittal shall be had shall make an order that the person so acquitted shall be confined in one of the State lunatic asylums for insane criminals at Auburn for a period not less than the shortest nor more than the longest term of imprisonment in a State Prison, to which such defendant might by law be sentenced, if found guilty by the jury, and until it shall be proven in the manner now provided by law that the defendant has been restored to sanity. The defendant shall be confined in such lunatic asylum accordingly, and shall not be discharged or set at liberty before the expiration of the period mentioned in said order.

SEC. 3. Whenever upon the trial of any indictment for any capital offence the jury shall acquit the defendant on the ground of insanity, the Court in which such acquittal shall be had, shall make an order that the person so acquitted shall be confined in one of the State lunatic asylums, or in the State Lunatic Asylum for insane criminals, at Auburn, for a period of not less than twenty, nor more than thirty years, and until it shall be proved in the manner now provided by law, that the defendant has been restored to sanity. The said defendant shall be confined in said lunatic asylum accordingly, and shall not be discharged or set at liberty before the expiration of the period mentioned in said order.

SEC. 4. This act shall take effect immediately.

A PERILOUS EXPERIMENT.

The Steamer Adriatic Starts for Liverpool Today With a Broken Screw—A Stormy Sea and a Helpless Ship.

The White Star line steamer Adriatic is to sail hence for Liverpool today. On the passage from Queenstown to this port she lost two and one-third blades of her screw propeller, and consequently starts on a voyage of 3,000 miles across the Atlantic in midwinter with one and two-thirds of her propeller. She takes out the United States mail and a goodly list of passengers and a large crew. It is generally conceded that this is one of the most perilous undertakings that has been attempted by an ocean steamer for many years, involving as it does great risk to the vessel and all on board, especially as long ships are very unwieldy in heavy seas when only under sail. It was announced that she would be taken into dock and have spare blades fitted before she started, but we are informed that a diver who was sent down reported that what was left of the screw was in good order; consequently the managers determined to "chance it" and let her go. Those who know the risk she will take express much anxiety respecting her. We have known of steamers crossing with one blade broken, but when two-thirds of the screw is gone it is quite a different thing. A reporter, who was on board of the Adriatic yesterday, was informed that they "expected to cross in fifteen or sixteen days, provided they had good westerly winds, and that, under any circumstances, they should carry all the sail they could." It seems strange that Mr. Cresswell should permit the mails to go out in a crippled ship; in fact, in a ship which, strictly speaking, cannot be called seaworthy. If the Adriatic were in a British port, neither the Underwriters or the Board of Trade inspectors would permit her to go to sea in the condition she is, no matter what the owners or agents might do. She would have to be made seaworthy. She has not the power within her in her present condition, we should think, to keep off a lee shore in a hurricane.

The Adriatic is a large ship, being 457 feet in length, 40 feet 9 inches beam and 28 feet 4 inches depth of hold. She has four compound engines, with cylinders 41 and 78 inches in diameter, and 60 inches stroke of piston.

She probably will get "off shore" all right, as the wind is in the westerly board, but she must necessarily encounter very heavy seas when she reaches the longitude of 47°, and thence clear across the ocean to the eastward. The Manhattan, which left Liverpool on the 4th inst., reports as follows: Dec. 7, high seas; 9th, high sea; 12th, high sea; 13th, high sea; 14th, high sea six hours, tremendous sea six hours; ends tremendous sea; 15th, tremendous sea; ends high sea; 16th, high sea. The City of Paris, which left Liverpool on the 5th inst., reports: 8th, high sea; 9th, high sea; 10th, heavy head sea; 11th, heavy head sea; 12th, high head sea throughout; 13th, head sea; 14th, high sea; 15th, high sea; 16th, high head sea. The Canada, which left on the 6th inst., reports the same kind of sea. The Abyssinia, which left on the 7th, reports the same sea weather, and adds "confused" sea on the 16th and 18th inst. The Adriatic, which left Liverpool on the 6th inst., reports: 9th, high head sea; 9th, high head sea; 10th and 11th, heavy north-west swell; 12th, very high head sea; 13th, heavy north-west swell; 14th, very high breaking sea; 15th, very high breaking sea; 16th, north-west swell; 17th, head sea; 18th, south-west swell; 19th and 20th, high head sea. Such was the known condition of weather when the Adriatic's people decided to send her out, and it is by no means probable that it will be any better when she reaches the "forties." It is the sea more than the wind she has to fear.

Inauguration of Gen. Dix—The Military Display.

From the Albany Express, Dec. 27.

The arrangements for the military display on the occasion of the inauguration of Major-Gen. John A. Dix as Governor have been fully completed. The inaugural ceremonies will take place at 10½ o'clock. We understand that Gov. Hoffman requested that the inauguration should take place at so early an hour, in order that he might leave for New-York by the special express in the afternoon. Gen. Woodhall will not delay the movement of the column for any absent companies. The Burgesses Corps, Col. H. B. Beecher, commanding, will act as personal escort to Gov. Dix. The formation of the line will be in the following order:

Brig.-Gen. Woodhall and Staff.
Cavalry Squadron, Major Swartzman commanding.
Sullivan's Band.
Tenth Regiment, Col. Burn commanding.
Dowling's Band.
Burgesses Corps, Capt. H. B. Beecher commanding.
Klein's Band.
Twenty-fifth Regiment, Col. Andes commanding.
Battery A, Capt. John Peehin commanding.

The Poor Children.

The Children's Aid Society acknowledges the following kind donations, received in consequence of recent appeals in the TIMES. Other donations have been personally acknowledged to the generous contributors:

Previously acknowledged	$6,479 80
Husband and wife's Christmas gift	10 00
J. H. S.	15 00
P. B. J.	50 00
A mite	1 00
H. C. O.	25 00

The Bishopric of Massachusetts.

The Boston *Advertiser* publishes a letter from Rev. Dr. Haight, addressed to the Committee of three appointed at the recent special meeting of the Convention of the Episcopal Church in the Diocese of Massachusetts to notify the reverend gentleman of his election as Bishop. Dr. Haight in this communication feels himself obliged to decline the honor, but the reasons which influenced him to this decision are not particularly set forth.

Christmas Festivities at St. Paul's Church.

The children attending St. Paul's Church Sunday-school, had their usual Christmas festivities yesterday. Early in the afternoon a children's service was held in church, Rev. Dr. Haight and Rev. Algernon S. Crapsey officiating, while Rev. Dr. DIX presided at the organ. Service over, the little ones were escorted by the clergy and teachers to the school-room, where they were addressed by Dr. Haight and others, and afterward received presents from the bountiful Christmas-tree. Rev. Mr. Houghton and the members of the Guild of St. Paul were indefatigable in their exertions for the comfort and happiness of the children.

WEAK LUNGS AND SENSITIVE THROATS are severely tried by the sudden changes of temperature occurring during our Winters, and, in consequence, *Asthmatic Affections, Inflammation of the Lungs, Pleurisy, Bronchitis, and similar complaints* are sure to be more or less prevalent. Coughs and colds, the forerunners of these often fatal complaints, and frequently the cause of them, should be promptly taken in hand on the first symptoms by resorting at once to DR. JAYNE'S EXPECTORANT, an old and well-tried remedy, sure to remove your Cold, and to exert a healing and strengthening effect on the Pulmonary and Bronchial organs. Sold everywhere.—*World.*

Roebuck's "Weather Strips".

Sure pop on cold wind and snow-drifts through your doors and windows.

S. ROEBUCK & CO.,
No. 38 Fulton-street, near Cliff.

—*Advertisement.* Same office for ten years.

Report of Judges to the General Committee Cincinnati Industrial Exposition, on the United States Watch Company's (Giles, Wales & Co.) Watches, Marion, (GENTLEMEN:) The judges appointed to examine into the merits of the articles contained in Class 10, beg leave to make the following report: No. 1,650. United States Watch Company, Marion, N. J. These watch movements, the result of American capital, skill, and perseverance as specimens of this branch of science and manufacture, rival those of the European make. The watches exhibited by this Company are of all grades, from that of the most ornate timekeeper, to the cheaper kind for the million. All are excellent of the kind, and are too well known and appreciated by the people to need further comment. First premium is awarded to the United States Watch Company.

F. S. WAYNE,
JAMES POWELL,
WM. M. DAVIS. } Judges.

—*Advertisement.*

Many Druggists

HAVE BURNETT'S COCOAINE.—*Advertisement.*

A decree of fashion declares that "THE KNABE PIANO" must supersede all others, because it is the best. Lucca uses no other. AST J. BAUER & Co., No. 650 Broadway.—*Advertisement.*

For cleaning and dyeing the best in City, go to LORD'S, No. 630 Broadway, near Bleecker-street, and No. 934 Broadway, below Twenty-second-street. —*Advertisement.*

THE NEW-YORK TIMES.

SUNDAY EDITION.

THE SUNDAY EDITION of the NEW-YORK TIMES is steadily increasing in circulation and popularity. The several leading features of this edition make the SUNDAY TIMES a very valuable and interesting paper for the general reader.

Among the original articles prepared for the TIMES of SUNDAY MORNING, Dec. 29, will be found the following:

RECOLLECTIONS OF THE PARK THEATRE, being the last of this interesting series recently published in our Sunday edition.

A HUNTING ADVENTURE, giving a description of the great pine woods of Canada, and a desperate encounter between a party of hunters and some bears.

Several other original articles will also be given.

Besides these, the regular features will be continued, as follows:

CURRENT LITERATURE, being careful selections from leading American and English periodicals.

SUMMARY OF AMUSEMENTS—A full record of the week, with gossip of events at home and abroad.

MILITARY GOSSIP, giving the latest movements in National Guard circles, and considerable information in current topics for Military men.

ART NOTES, with the latest gossip in local and foreign studios.

ALL THE NEWS OF THE DAY, by mail and telegraph.

EDITORIAL COMMENTS on the topics of the day.

THE SUNDAY EDITION of the TIMES affords unusual advantages to advertisers, as it goes to a large number of first-class readers. All advertisements intended for this edition must be handed in before 9 o'clock this evening.

NEW-YORK TIMES FOR EUROPE.

The EUROPEAN EDITION of the NEW-YORK TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

It will contain a full digest of Political, General and Local News up to the latest moment; a review of the Money and Produce Markets; all the Telegraphic News contained in the DAILY TIMES of this date; and such selections from the editorials and correspondence of the TIMES as may have interest for Americans residing abroad, and for European subscribers.

The EUROPEAN EDITION of the TIMES will be found on file in the offices of all the leading bankers in Europe.

B. F. STEVENS, No. 7 Henrietta-street, Covent Garden, London, is agent for THE TIMES in Great Britain. He will receive subscriptions and advertisements, and supply copies of the papers to Americans temporarily in London.

Extra Dry Cabinet
OF
MOET & CHANDON,
AT
ACKER, MERRALL & CONDIT,
Chambers-st. and Broadway, and 42d-st.

Extract Cashmere Bouquet.

For the handkerchief.
CASHMERE BOUQUET TOILET SOAP.
MADE BY COLGATE & CO.

Batchelor's Hair Dye is the Best in the world—the only safe, true and perfect hair dye. No ridiculous tints—no disappointment—harmless, reliable, instantaneous black or brown. At all druggists and No. 16 Bond-st.

Happy New Year.—Ladies', Misses', Gents' and Boys' Boots, Shoes, India Rubbers and Toilet Slippers for holiday presents, at
MILLER & CO.'S, No. 3 Union-square.

Housekeepers and Heads of Families can supply themselves with the famous HALFORD LEICESTERSHIRE TABLE SAUCE at their grocers.

Gentlemen, Protect Your Heads. Your ears, your hands, with fur caps, fur muffles, fur gloves, from the unrivaled stock of gentlemen's furs at ESPENSCHEID'S, No. 118 Nassau-st.

Wood Carpeting, No. 949 Broadway. Send stamp for illustrated price-list; from 25c. per foot.

Wedding Ball Cards.—Latest Paris styles; elegant boxes Note Paper for New-Year.
EVERDELL, No. 302 Broadway.

Sterling Silver Dinner Services at very close prices, by the manufacturers, FORD & TUPPER, No. 1,150 Broadway, between 26th and 27th sts.

Oatmeal Soap, (Indexical,) for the complexion; better than any cosmetic; a perfect Winter Soap. HEGEMAN & CO., Druggists.

New-York Stencil Works, No. 87 Nassau-st., New-York.

MARRIED.

ANDRUS—McINTOSH.—At Port Chester, N. Y., on Christmas Day, by Rev. R. A. Mead, assisted by Rev. S. H. Pietle, ALANSON M. ANDRUS, of Glenville, to FRANCES AUGUSTA, only daughter of James H. McIntosh, of this City.

BARNUM—DEMARREST.—At the residence of the bride's parents, on Thursday, Dec. 26, by Rev. F. S. Barnum, EDMUND B. BARNUM, of Brooklyn, to MADALENE, eldest daughter of Henry Demarest, Esq., of this City.

BALL—POWERS.—On Wednesday, Dec. 18, at Reformed Church, corner 34-av. and 31st-st., by Rev. G. H. Mandeville, D. D., HORACE B. BALL to MARY ISABELLE, only daughter of Jesse W. Powers, Esq., both of this City.

DE WITT—BEACH.—At Montville, N. J., Dec. 25, 1872, at the residence of the bride's mother, by Rev. W. H. Magie, assisted by Rev. L. H. Van Doren, ARCHIBALD McL. DE WITT, of Pittston, Penn., to NETTIE, daughter of the late Henry Beach. No cards.

FAYERWEATHER—COOKE.—At Paterson, N. J., on Thursday, Dec. 26, 1872, by Rev. O. D. Shaw and Rev. J. S. Hopwood, W. D. FAYERWEATHER to LAVINIA, eldest daughter of John Cooke, Esq., all of the above city.

HAZARD—WILLIAMS.—On Thursday evening, Dec. 26, at the residence of the bride's mother, by Rev. Thos. McKee Brown, Rector of the Church of St. Mary the Virgin, LESTER STILES HAZARD, Jr., of Sandusky, Ohio, to BLANCHE STODDARD, daughter of the late R. B. Williams, of this City.

HAVENS—OLIVER.—In this City, on Dec. 11, 1872, by Rev. A. D. Vail, JAMES H. HAVENS, Jr., to MARY C. OLIVER.

MUNGAR—WATERBURY.—On Thursday, Dec. 26, at the residence of the bride's parents, by Rev. J. A. M. Chapman, D. D., J. EDWARD MUNGAR to S. JENNIE, daughter of Wm. H. Waterbury, all of Brooklyn. No cards.

MYRICK—BECKWITH.—On Tuesday, Dec. 24, by Rev. J. H. Pullman, F. B. MYRICK to SADIE BECKWITH, all of this City.

NISBET—BROWNING.—On Thursday, Dec. 26, at the residence of the bride's mother, by Rev. Geo. S. Hare, D. D., assisted by Rev. C. S. Harrower, WILLIAM F. NISBET to M. ANNA, eldest daughter of the late Theodore Browning, all of this City.

PRATT—FOSTER.—In the Central Congregational Church, Dec. 26, by Rev. Dr. Henry M. Scudder, JOHN M. PRATT to MARY J. FOSTER, all of Brooklyn.

WILLIAMS—GANDY.—On Tuesday, Dec. 24, by the Rev. Dr. Swope, WILLIAM HOLLAND WILLIAMS to MARY MILBURN, daughter of the late John Gandy and granddaughter of Coleman Williams.

DIED.

BERGEN.—In Flatbush, Long Island, on Thursday, 26th inst., BELINDA, widow of John G. Bergen, aged 68 years, 7 months, and 15 days.

The relatives and friends of the family are respectfully invited to attend the funeral from her late residence, Flatbush, on Monday, 30th inst., at 2 o'clock P. M.

CRAIG.—Suddenly, on Thursday evening, Dec. 26, JAMES J. CRAIG, aged 73 years.

His relatives and friends, and those of his son-in-law, Howard R. Martin, are respectfully invited to attend the funeral on Monday, Dec. 30, at 10 A. M., from his late residence, No. 132 West 23d-st.

COLTON.—On Christmas Day, JENNIE HOBART, only daughter of G. Woolworth Colton, aged 12 years.

DE MOTT.—On Wednesday, Dec. 25, after a short illness, MORTIMER DE MOTT, in the 61st year of his age.

Services at the Reformed Dutch Church, corner of Lafayette-place and 4th-st., on Saturday, 28th inst., at 11 o'clock. Relatives and friends of the deceased, also those of his son-in-law, James H. Briggs, are invited to attend without further notice.

HARRIMAN.—On Friday, Dec. 27, 1872, CORNELIUS NELSON, son of J. Nelson and the late Elizabeth Z. Harriman, aged 3 months and 11 days.

Funeral from residence at Greenville, N. J., on Monday, 30th inst., at 11½ o'clock. New-Jersey Central train, foot of Liberty-st., at 11 A. M.

HERMANCE.—Dec. 26, at St. Francis' Hospital, Jersey City, LEWIS A. HERMANCE, of Kingston, N. Y. Notice of funeral hereafter.

KETELTAS.—On Friday, Dec. 27, AMELIA LUDLOW KETELTAS, widow of the late Stephen Keteltas.

The friends of the family are respectfully invited to attend the funeral Sunday, the 29th inst., at 3 o'clock P. M., from the residence of her son-in-law, Henry S. Deshon, No. 68 Rose-st., near Baltic, Brooklyn. The remains will be taken the following day to Staten Island for interment.

KURTZ.—On Wednesday evening, Dec 25, HERMANCK KURTZ, youngest son of William and Clothilde Kurtz, aged 2 years and 3 months.

Relatives and friends are invited to attend the funeral on Saturday morning, at 9½ o'clock, from the residence of his parents, No. 251 East 17th-st.

LEGER.—On Friday evening, 20th inst., HENRY LEGER, of No. 32 Broadway, native of France, aged 59 years.

Funeral services at the Church of St. Vincent de Paul, 23d st., near 8th-av., on Saturday morning, at 9½ o'clock, where a solemn high mass of requiem will be offered for the repose of his soul. Friends are respectfully invited.

MOORE.—On Tuesday evening, Dec. 24, LAWRENCE L. MOORE, aged 43 years.

The relatives and friends of the family are invited to attend the funeral, from his late residence, No. 315 8th-av., at 9 o'clock Saturday morning, Dec. 28, and thence to St. Paul's Church, Rahway, N. J., at 1½ P. M. Train leaves foot of Desbrosses and Cortlandt sts. at 12 noon. Return every hour.

REEVE.—At Manhasset, Long Island, on Thursday, 26th inst., CAROLINE A. REEVE, aged 72 years.

Funeral services at Christ Church, Manhasset, on Sunday, 29th inst., at 1 o'clock. Relatives and friends are invited to attend.

RAYMOND.—In Williamsburg, on Thursday, Dec. 26, JOHN CAMERON, eldest son of Lewis and Maria Raymond, in the 36th year of his age.

The relatives and friends are invited to attend the funeral from the Central Methodist Church, in South 5th-st., near 5th-st., Williamsburg, on Sunday afternoon, 29th inst., at 1½ o'clock.

REID.—At Elizabeth, N. J., on Thursday, Dec. 26, JENNIE, youngest daughter of George W. and Cornelia A. Reid.

The relatives and friends are invited to attend the funeral from the residence of her father, near the South-street Depot, on Saturday at 2 P. M.

SOUTHWORTH.—Suddenly, Dec. 26, at Morrisania, SYLVESTER S. SOUTHWORTH, in the 75th year of his age.

Funeral next Monday, Dec. 30, from his late residence, No. 108 Washington-av., Morrisania, at 11½ A. M. Relatives and friends are invited to attend without further notice.

VALENTINE.—Suddenly, at Glen Cove, Long Island, on Fifth day morning, 12th month, 26th, ELLWOOD VALENTINE, Secretary of the Glen Cove Mutual Insurance Company, aged 76 years.

Relatives and friends of the family are invited to attend the funeral, without further invitation, from Friends' Meeting-house, at Matinecock, Long Island, on First-day, 29th inst., at 11 o'clock A. M. Carriages will be in waiting at Locust Valley Station on arrival of train leaving Hunter's Point at 9 o'clock A. M.

The members of the American Protestant Benevolent Coachmen's Association are requested to attend the funeral of JOHN HANNAN, at No. 142 West 28th-st., on Sunday, Dec. 29, at 1 o'clock P. M.

JOHN WILSON, President.
JOHN BRAT, Secretary.

MISCELLANEOUS.

THE CHRISTIAN INTELLIGENCER.

THE CHRISTIAN INTELLIGENCER.

REV. JOHN HALL, D. D.,

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T. ADOLPHUS TROLLOPE, and others,

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THE CHRISTIAN INTELLIGENCER.

THE BEST Religious Newspaper. Evangelical, Able, and Candid. It should find a place in every family. $3 per annum in advance, with "THE GLEANERS," a beautiful Chromo, (17½x23½ inches.)

Specimen copies sent free. Send for one.

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THE CHRISTIAN INTELLIGENCER.

THE CHRISTIAN INTELLIGENCER.

NEAT HOLIDAY GOODS—GOLD PENS (CIRCULAR.)

To those engaged in mercantile pursuits, any invention that will facilitate their labors is highly worthy of notice, as well as of extensive patronage. One of the most important inventions of the present age is that of a pen that possesses the necessary qualities of firmness in mark and durability in use.

Pre-eminently such are those of JOHN F. FOLEY, manufacturer of fine Gold Pens and Pencils, No. 2 Astor House. Their superior value is tested by the long time he has been engaged in our City in their manufacture.

We, the subscribers, who know the value of FOLEY'S Pens, from constant use of them for a number of years, cheerfully recommend them to those who wish for the best and most perfect gold pen ever made.

Signed by the following gentlemen and over 1,000 others:

J. E. Williams, President Metropolitan Nat'l Bank.
Geo. S. Coe, President Am. Exchange Nat'l Bank.
J. A. Beardsley, Cashier Nat'l Bank of North Am.
Wm. A. Fails, President Corn Exchange Bank.
R. H. Lowry, President Nat'l B'k of the Republic.
F. D. Tappan, President Gallatin National Bank.
C. F. Timpson, Cashier Continental National Bank.
Isaac G. Ogden, Cashier New-York County Nat. Bk.
Wm. L. Jenkins, President Bank of America.
J. W. Lewis, Cashier Union National Bank.
Wm. B. Meeker, Cashier Bk. of N. Y. N. Bkg. Ass.
J. E. Southworth, President Atlantic National B'k.
Wm. H. Cox, Cashier Mechanics' National Bank.
James Buell, President Imp. and Traders' Nat'l Bk.
J. M. Crane, Cashier Shoe and Leather Nat'l Bank.
Geo. W. Willett, Cashier Bull's Head Bank.
Clarke, Dodge & Co. — Wells, Fargo & Co.
Howes and Macy. — United States Express Co.
White, Morris & Co. — Barclay & Livingston.
Vermilye & Co. — H. J. Raymond & Co., *New-York Daily Times.*
Winslow, Lanier & Co. — A. Gordon, Cashier New-York *Herald.*
Geo. D. Arthur & Co. — T. Ketcham & Co.
Fisk & Hatch. — S. B. Chittenden & Co.
H. T. Morgan & Co. — Johnson & Higgins.
American Express Co. — Chas. Dennis, Vice-President Atlantic Mutual Ins. Co.
Adams Express Co

REAL ESTATE TRANSACTIONS.

The attendance at the Exchange yesterday, Friday, Dec. 27, was again light, and but little business was transacted, although two sales were made, as follows: A. J. Bleecker, Son & Co., by order of the Supreme Court, in foreclosure, under the direction of Geo. H. Brewster, Esq., referee, disposed of the premises known as No. 813 Ninth-avenue, embracing a lot 25.1 by 80, with a four-story and basement brick house thereon, situated on the west side of the avenue, 25 feet south of Fifty-fourth-street; sold for $14,200, to P. Blessen. James M. Miller, as an executor's sale, under the direction of Gustave Wenzell, Esq., executor, sold for $9,500, the three-story high-stoop brick house and lot—latter 14 by 98.9—No. 246 East Fortieth-street, south side, between Second and Third avenues, the purchaser being J. J. Nathan.

The remaining auctions of the day, all legal, in charge of Mr. Miller, were adjourned, as follows: Sale of four five-story brick tenement-houses and lots, Nos. 228, 230, 232, and 234 East Seventy-fifth-street, near Second-avenue, adjourned to Jan. 3; sale of house and lot on East Twenty-ninth-street, 140.6 feet east of Third-avenue, adjourned to same date; sale of lot, with buildings, on the north-west corner of Water and Roosevelt streets, adjourned Jan. 9, and sale of store and lot No. 199 Church-street, adjourned also to same date. Nothing further worthy of note occurred, and business for the week closes extremely dull, but perhaps no more so than we should expect should be the case during the holiday season. For today two sales are announced as follows: By Rugh N. Camp, at a Supreme Court sale, G. Irving Whitehead, Esq., referee, the store and lot No. 228 Pearl-street, lot 23.7 by 99 by 23 9 by 101.10, and by Jas. A. Fleury, at an adjourned Supreme Court sale, Stephen H. Olin, Esq., referee, two lots, with improvements, on the east side of Centre-street, 29.4 feet south of Pearl-street, the lots being irregular in form, but together in size about 44.7 by 48.3.

At private contract, John S. Pierce, No. 106 Broadway, reports having recently sold eight three-story and basement high-stoop brown-stone-front houses and lots, each 20 by 50 by 99.11, situate seven on the north side of One Hundred and Thirty-second-street, 75 feet west of Fourth-avenue, and one on the south side of One Hundred and Thirty-third-street, 195 feet west of Fourth-avenue, for $17,000 a piece, or $136,000 for lot.

The building list for the week ending with Friday, Dec. 27, is meagre, but three plans for new buildings having been submitted at the Department, and but few unsafe buildings reported. The following is the record:

NEW BUILDINGS.

One first-class brown-stone-front dwelling, East Sixty-fifth-street, south side, 220 feet east of Lexington-avenue, 20 by 50, four stories; Alexander Harper, owner.

Three brick-front tenement-houses, Fifth-street, south side, 189.6 feet east of Avenue B, 25 by 70, five stories; E. V. Loew, owner.

One brick-front carpet factory, West Forty-third-street, south side, 200 feet west of Seventh-avenue, 175 by 90, four stories; R. S. Higgins & Co., owners.

UNSAFE BUILDINGS.

Nos. 47 and 49 Chatham-street, unsafe walls, liable to fall; Morris Israel, owner.

Nos. 37 and 39 Chatham-street, unsafe walls; Edgar Logan, owner.

Nos. 37 and 38 Greene-street, unsafe south gable walls; Alfred Beady, owner.

No. 20 Cortlandt-street, unsafe fines; Joseph Naylor & Co., owners.

Exchange Sales, Friday, Dec. 27, 1872.

NEW-YORK.

By A. J. Bleecker, Son & Co.

1 4-story and basement b. h. and l., No. 813 Ninth-av., w. s., 25.1 ft. s. of 54th-st.; lot, 25.1x80.....$14,200

By James M. Miller.

1 3-story h. s. b. h. and l., No. 246 E. 40th-st., s. s., 119 ft. w. of 2d-av.; lot, 14x98.9.....Not received. 9,500

Recorded Real Estate Transfers.

NEW-YORK.

Tuesday, Dec. 24.

Centre-st., e. s., 29.4 ft. s. of Pearl-st., 44.7x48.3x 50x73.6.....$44,000

11th-st., n. s., 95.6 ft. w. of Avenue B, 19x92; 18th-st., n. s., 114.6 ft. w. of Avenue B, 18.6x92.....20,000

26th-st., n. s., 52.10 ft. e. of 2d-av., 23.7x98.9.....5,950

36th-st., n. s., 76.5 ft. e. of 2d-av., 23.7x98.9.....5,950

47th-st., n. s., 375 ft. e. of 2d-av., 23x100.5.....27,750

47th-st., n. s., 375 ft. e. of 8th-av., 58x51.9.....18,000

49th-st., n. s., No. 37, 483 ft. w. of 5th-av., leasehold, 22x100.5.....38,000

62d-st., n. s., 337 ft. e of 2d-av., 17x100.5.....6,250

84th-st., n. s., 231.1 ft. e. of 5th-av., 25.7x100.....20,000

125th-st., n. s., 547.6 ft. w. of 3d-av., 12.6x99.11, ½ part.....4,000

Pt-th-st., n. s., 475 ft. e. of 3d-av., 50x100.....7,400

130th-st., n. s., 315 ft. e. of 4th-av., 25x99.11.....20,000

Lexington-av., w. s., 80.5 ft. s. of 66th-st., 20x70.....20,000

1st-av., n. w. corner of 109th-st., 25.11x75.....9,450

2d-av., e. s., 109.5 ft. n. of 44th-st., 18x70.....19,000

4th-av., e. s. corner of 76th-st., 77.2x100.....30,000

5th-av., w. s., 24.11 ft. n. of 134th-st., 50x110.....30,000

6th-av., n. e. corner 119th-st., 75.8x85.....26,000

LEASES.

Broadway, No. 65, 10 years, per year.....$11,000

Duane-st., n. s., 309.7 ft. e. of Church-st., 25x37.6, 20 8-12 years.....2,000

Mercer-st., No. 81, 7 5-12 years, per year.....4 000

Spring-st., No. 107, 7 5-12 years, per year.....4,000

West-st., No. 246, 5 years, per year.....1,700

Thomas-st., s. s., 306.7 ft. e. of Church-st., 25x37.6, 20 10-12 years.....2,000

Thomas-st., s. s., 284 ft. e. of Church-st., 25x37.6, 20 10-12 years.....2,046

Thursday, Dec. 26.

Boulevard or Dyckman-st., centre line, s. w. s., 150 ft. s. e. of Sherman-av., 100x200.....$2,400

Christie-st., e. s., 140 ft. n. of Broome-st., 25x 100, c. s. G., ½ part.....10,000

Charles-st., n. s., 100 ft. w. of 4th-st., 20x94.7.....17,000

29th-st., n. s., 100 ft. e. of 6th-av., indefinite gore, referee's deed.....5,200

40th-st., n. s., 560 ft. e. of 8th-av., 75x98.9.....62,800

58th-st., n. s., 150 ft. w. of 4th-av., 25x100, h. and l., foreclosure.....45,000

87th-st., n. s., 125 ft. w. of 3d-av., 50x100.8, mortgages $4,500.....10,500

LEASES.

Bowery, No. 385, 4 years, per year.....$2,500

17th-st., No. 115, East, 3 years, per year.....2,100

CITY REAL ESTATE.

TO LEASE.

NOS. 718 AND 720 BROADWAY, OPPOSITE NEW-YORK HOTEL. EXTRA LARGE LOT. WOULD BE IMPROVED TO SUIT TENANT.

For particulars apply to HORACE S. ELY, No. 22 Pine-st.

TO LEASE.

BROADWAY, SOUTH-WEST CORNER OF HOUSTON-ST., A LOT 50x100 FEET. WOULD BE LEASED FOR TWENTY-ONE YEARS WITH RENEWAL. APPLY TO HORACE S. ELY, NO. 22 PINE-ST.

FOR SALE ON 5TH AND PARK AVS.—No. 556 5th-av., decorated and furnished in the most elegant manner; No. 61 Park-av., being redecorated; price low, terms easy. Inquire of J. CAMPBELL, Pacific Bank.

COUNTRY REAL ESTATE.

FOR SALE—A VERY DESIRABLE RESIdence and homestead, at Westport, Conn.; double house of fifteen rooms and garret; good well-water in the house and barn, carriage house, &c.; beautiful Sound and river view and fine shade; eleven acres of good land adjoining; for sale to suit buyer. Address Mrs. C. SANFORD, Westport, Conn.

WATER FRONT FOR FACTORIES, ROPEWALKS, LUMBER-YARDS, &c.—LOTS FOR SALE OR LEASE.—Blocks of lots on Newtown Creek, near the East River, and adjoining New-York and Brooklyn Cities; prices $300 to $1,000; terms easy. Apply to S. B. SCHIEFFELIN, No. 15 East 26th-st.

ORANGE, N. J.—COUNTRY HOUSES, lands and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year. Apply to WALTER D. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

STORES, &C., TO LET.

TO LET.

AN OLD-ESTABLISHED TEA-STORE, Nos. 26, 28, and 30 Vesey-st., corner of Church, now occupied by the United States Tea Company. Possession 1st February next. Apply to J. & J. W. MEEKS, No. 30 Vesey-st., Room No. 5.

OFFICES TO LET IN TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING. Apply at TIMES COUNTING-ROOM.

DWELLINGS TO LET.

UNFURNISHED.

TO LET—ON BROOKLYN HEIGHTS, FIVE minutes from Fulton Ferry, two new genteel brick houses, containing nine rooms each; all modern improvements. Apply at No. 42 Fulton-st., Brooklyn.

COPARTNERSHIP NOTICES.

COPARTNERSHIP NOTICE.

The partnership heretofore existing between GEORGE P. PUTNAM, GEORGE HAVEN PUTNAM and JOHN BISHOP PUTNAM, all of New-York, under the firm name of G. P. PUTNAM & SONS, was dissolved on the 20th of December, by the death of George P. Putnam.

The business of the firm will be continued without change or interruption at its present location, No. 369 4th-av., and No. 54 East 23d-st., by the undersigned, under the firm name of G. P. PUTNAM'S SONS.

GEORGE HAVEN PUTNAM,
JOHN BISHOP PUTNAM.

Dated Dec. 21, 1872.

DISSOLUTION.

Notice is hereby given that the copartnership of BERKELE & CLAPP is, by mutual consent, this day dissolved.

All accounts due to the undersigned will attend to the settlement of the accounts.

H. BERKELE,
RICHARD CLAPP.

NEW-YORK, Dec. 23, 1872.

DISSOLUTION.

The firm of GEORGE JENNISON & CO., doing business at No. 116 Broad-st., is this day dissolved. The business will be continued by the sole successor.

GEORGE H. JENNISON.

NEW-YORK, Dec. 14, 1872.

MARBLE MANTELS.

A. KLAHER—STEAM MARBLE AND MARBLEIZING WORKS, Nos. 134 and 136 East 18th-st. Marbleized mantels, tiling, marble counters, monuments, at prices that defy competition. Marble turning for the trade.

STEWART'S SLATE MANTELS, RICH and elegant designs; slate work of every description; marble and wood mantels. T. S. STEWART & CO., No. 29 and 222 West 23d-st., near 7th-av.

FINANCIAL.

MIDLAND FIRST MORTGAGE

7 Per Cent. Gold Bonds,

ISSUED BY THE MONTCLAIR RAILWAY CO.

AND

GUARANTEED BY NEW-YORK MIDLAND.

The MONTCLAIR is the DIRECT and SHORT LINE OF THE MIDLAND through New-Jersey. Its bonds are issued on the basis of half cost. They are GUARANTEED. It is a home road, running DIRECT FROM THE CITY OF NEW-YORK, assured of a large business and a fine future. THIS BOND OFFERS AN ADVANTAGE OVER ALL THE OTHER MIDLAND FIRST MORTGAGE BONDS, IN THAT, WITH EQUAL SECURITY, IT IS LESS IN PRICE.

We commend it to investors.

For sale by

Allen, Stephens & Co., BANKERS, NO. 25 PINE-ST.

I., B., & W.

EXTENSION RAILWAY

First Mortgage 7 per Cent. Convertible

GOLD BONDS,

COUPONS PAYABLE JANUARY AND JULY.

THE INDIANAPOLIS, BLOOMINGTON and WESTERN ROAD from Indianapolis to Pekin, 202½ miles, HAS BEEN IN OPERATION TWO YEARS, and has net earnings sufficient to guarantee punctual payment on all obligations of the Company, including the bonds on the Extension of 217 miles, and which, it is estimated, will have, when completed, an income larger than that of the old road at the present time.

Nearly 100 miles of the Extension is finished, and the whole will be completed during 1873, making a trunk line, under one corporation, of 402 miles, in a section not surpassed by any in the West.

It is seldom so strong a security is offered at the low price of 90 AND INTEREST.

We recommend these Bonds as one of the most desirable securities in the market to all investors, and especially to banks, insurance companies, and for the use of trust funds.

All having large investments to make are invited to go over the line and make personal examination.

Pamphlets, maps, &c., furnished on application.

Turner Brothers,

Bankers, No. 14 Nassau-st.

WOOD & DAVIS,

BANKERS

AND

DEALERS IN RAILROAD BONDS,

Keep on hand a variety of choice bonds to supply investors, furnish bonds advertised on the market at subscription prices, execute orders for Government securities, gold and railroad stocks, and do a

GENERAL BANKING BUSINESS, NO. 31 PINE-ST.

C. D. WOOD, SAM'L D. DAVIS.
Formerly of Vermilye & Co.

EDWARD HAIGHT & CO. BANKERS, NO. 9 WALL-ST., N. Y.

FIVE PER CENT. Interest Allowed on Deposits.

The business of our firm is the same as any State or National Bank.

Individuals or firms banking with us may deposit and draw as they please, the same as with any bank, except that we allow Five per Cent. Interest on all balances.

We buy and sell Bonds, Stocks, Gold, Business paper, and collect Business Notes and Drafts throughout the United States, giving prompt returns.

HOUSTON & TEXAS CENTRAL RAILWAY FIRST MORTGAGE LAND GRANT

7 Per Cent. Gold Bonds,

FOR SALE BY

JOHN J. CISCO & SON,

NO. 59 WALL-ST.

10 PER CENT. KANSAS SCHOOL BONDS

10 PER CENT. NEBRASKA SCHOOL BONDS

The safest and most remunerative of bond investments.

Total amount of Kansas School Bonds issued to Jan. 1872, $1,380,600; amount outstanding Jan. 1, 1872, $486,219.

Balance has been redeemed.

Choice lots for sale below par by

TROTT, OTIS & CO.,
No. 11 Pine-st., New-York.

THE CHEAPEST SECURITY NOW OFFERED.

FIRST MORTGAGE BONDS OF THE JACKSONVILLE, NORTH-WESTERN AND SOUTH-EASTERN R.R.

HAVING THIRTY YEARS TO RUN, bearing interest at Seven per cent. in Gold Coin, "or equal to the present standard." Coupons payable in New-York, London, or Frankfort-on-the-Main, at the option of the holder. When desired, bonds will be registered by the Trustee—the Farmers' Loan and Trust Company. Interest payable January and July.

The road is completed from Jacksonville to a junction with the CHICAGO AND ALTON R.R. at Virden, a distance of over 30 miles. The road, so far as completed, is thoroughly equipped, ENTIRELY PAID FOR, and in full operation, and it is upon the completed portion only that bonds amounting to $6000 per mile are now offered at 85 and accrued interest, in currency. Bonds upon the remaining portion of the road will be sold at a much higher price, and will be offered only upon completed road. This road traverses the garden of the State, crosses all the important roads, controls the enormous coal mines at Virden, and its bonds are most highly esteemed by those whose investigation has been most searching. We have this personally examined every detail of this Company, and have gone repeatedly over the entire line. We recommend these bonds as an ABSOLUTELY PERFECT security.

Pamphlets and further particulars may be had by applying to GIBSON, CASANOVA & CO., Bankers, No. 50 Exchange-place, New-York.

WINSLOW & WILSON, No. 70 William-st., New-York.

We offer for sale

THE FIRST CONSOLIDATED MORTGAGE 7 PER CENT. THIRTY-YEAR GOLD BONDS, OF THE ST. LOUIS AND SOUTH-EASTERN RAILWAY COMPANY, (consolidated,) of Illinois, Indiana, Kentucky, and Tennessee, the principal and interest of which are payable in GOLD in NEW-YORK, FREE OF U. S. GOVERNMENT TAX. These bonds are COUPON and REGISTERED, and are issued in denominations of $500 and $1,000.

358 miles are equipped and in operation.

The present actual earnings: August, 1872, $66,841 63; September, $100,272 40; October, $118,057 58.

This road constitutes the best and shortest line between Nashville, St. Louis, and Chicago.

EVANSVILLE AND CRAWFORDSVILLE RAILROAD COMPANY.

SEALED PROPOSALS will be received at the office of the Farmers' Loan and Trust Company for the sale to the Trustees of sixteen (16) bonds of the January issue.

Proposals should be directed to R. G. Rolston, President, No. 26 Exchange-place, and must be presented on or before 12 o'clock M. on the 30th proximo.

R. G. ROLSTON,
President Farmers' Loan and Trust Company.

NEW-YORK, Dec. 23, 1872.

JOHN MUNROE & CO.

BANKERS, NO. 8 WALL-ST., NEW-YORK.

ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

BROWN BROTHERS & CO., NO. 59 WALL-ST.,

ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

TREASURER'S OFFICE,
CITY OF ALLEGHENY, Dec. 15, 1872.

ALLEGHENY CITY COMPROMISE BONDS WANTED.

Persons holding Compromise Bonds of the City of Allegheny, Penn., are hereby notified that the SINKING FUND for 1873 will be invested in those Bonds at the lowest rates offered.

Proposals will be received by the undersigned until WEDNESDAY, Jan. 1, 1873.

D. MACFERRON,
Treasurer of the City of Allegheny, Penn.

BANK OF NORTH AMERICA,
NEW-YORK, Dec. 12, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will be held at the banking-house, No. 44 Wall-st., Jan. 14, 1873. Polls open from 12 to 1 P. M.

J. A. BEARDSLEY, Cashier.

MERCHANTS' EXCHANGE NATIONAL BANK OF THE CITY OF NEW-YORK, No. 257 BROADWAY,
Dec. 18, 1872.

THE ANNUAL ELECTION FOR DIRECtors of this bank will be held at the banking-house, on TUESDAY, Jan. 14, 1873, between the hours of 12 M. and 2 P. M.

A. S. APGAR, Cashier.

SAVINGS BANKS.

IRVING SAVINGS INSTITUTION, NO. 96 WARREN-ST., NEW-YORK.

SIX PER CENT. INTEREST allowed on all sums. Interest commences from first January, April, July, and October. Bank open daily from 10 A. M. to 3 P. M.

WALTER W. CONCKLIN, President.

VANDERBILT L. BUXTON, Secretary.

CITIZENS' SAVINGS BANK OF THE CITY OF NEW-YORK.

1872—JANUARY INTEREST.

The Twenty-fifth semi-annual interest at the rate of SIX per Cent. per annum on all sums of $5 and upwards, which have been on deposit for ONE or more months next previous to Jan. 1, will be credited and paid on and after Tuesday, Jan. 21.

All interest not called for will remain as principal, and draw interest accordingly, and will be entered on the depositors' books any time when presented after the 21st of January.

The Bank is open every day for the reception and payment of money from 10 A. M. to 3 P. M., and on MONDAYS and SATURDAYS from 10 A. M. to 7 P. M.

Deposits made on or before Jan. 2 will draw interest from the 1st of January.

Bank-books in German, French and English.

Bank, No. 59 Bowery, S. W. corner Canal-st.

E. D. QUINTARD, President.

SEYMOUR A. BUNCE, Secretary.

MANHATTAN SAVINGS INSTITUTION, Nos. 644 and 646 Broadway, corner Bleecker-st., NEW-YORK, Dec. 26, 1872.

FORTY-FOURTH SEMI-ANNUAL DIVIDEND.

The Trustees of this institution have declared the forty-fourth Semi-annual Dividend, at the rate of Six per Cent. per annum on all sums that have remained on deposit for three or six months previous to Jan. 1, 1873, payable on and after the third Monday in January.

All dividends not withdrawn will receive interest the same as a deposit.

E. J. BROWN, President.
EDWARD SCHELL, Treasurer.
C. F. ALVORD, Secretary.

GREENWICH SAVINGS BANK, No. 73 6TH-AV., NEW-YORK, Dec. 21, 1872.

Interest will be paid to depositors at the rate of seven per cent. per annum, on all sums of $5 to $500, and six per cent. on all sums exceeding $500, agreeably with the provisions of the by-laws, free from Government tax, and payable on and after Monday, the 20th of January.

Interest not called for will be credited as principal, and draw interest from Jan. 1.

All deposits made on or before Jan. 10, 1873, will draw interest from the 1st.

BENJAMIN F. WHEELWRIGHT, President.
JAMES BRYCE,
J. HASBEN RHOADES, } Secretaries.

EAST RIVER SAVINGS INSTITUTION.

No. 3 Chambers-st., New-York, Dec. 19, 1872.

FORTY-FOURTH SEMI-ANNUAL DIVIDEND.—Interest at the rate of SEVEN (7) PER CENT. has been declared, and will be paid on and after the 10th day of January next, on all sums that have remained on deposit for three or six months previous to the 1st day of January, 1873.

Interest not called for will be credited as an original deposit.

BANK OPEN DAILY from 10 to 3 o'clock, and on THURSDAY from 10 to 7 o'clock.

WM. H. SLOCUM, President.
CHARLES A. WHITNEY, Secretary.

Broadway Savings Institution,

NO. 237 BROADWAY, entrance on Park-place. Interest on deposits entitled thereto, for the six months ending Dec. 31, at the rate of six per Cent. per annum, on all sums of $5 and upward, will be paid on and after Monday, Jan. 20, 1873.

FRANCIS P. SCHOALS, President.
WADE B. WORRALL, Sec. PETER CUMMING, Actuary.

PEOPLES' SAVINGS BANK, No. 301 3d-av., corner of 23d-st.

The usual semi-annual interest, at the rate of SIX PER CENT. per annum on all sums entitled thereto on the 1st day of January, will be paid on and after Jan. 20.

Deposits received of any sum from *One to Twenty-five Thousand Dollars.*

Money deposited on or before *Jan. 20 will draw interest from Jan. 1.*

FRED. OLMSTEAD, President.
CHARLES T. RODGERS, Secretary.

DRY-DOCK SAVINGS BANK, NOS. 341 AND 343 EAST 4TH-ST., NEAR AVENUE D.

Six per cent. per annum on sums of $2,000 and under; five per cent. on sums over $2,000. Deposits made on SATURDAY, Jan. 11, 1873, will draw interest from the 1st of January, 1873.

ANDREW MILLS, President.
JAMES L. STEWART, Secretary.

UNION DIME SAVINGS BANK, NOS. 396 and 398 CANAL-ST., corner Laight.

25TH SEMI-ANNUAL DIVIDEND

Has been declared, at the rate of SIX PER CENT. per annum, on all sums entitled thereto, payable on and after Jan. 20. Interest not called for, will be credited as an original deposit.

N. J. HAINES, President.
W. S. WHITTOCK,
JOHN C. JOHNSON, } Vice-Presidents.
G. S. CHAPIN, Treasurer.
T. S. ARMOUR, Secretary.

GERMAN UP-TOWN SAVINGS BANK, Nos. 908 and 908 3d-av., corner of 55th-st.

Money deposited NOW will draw interest from the 1st day of January at the rate of six per cent. per annum on sums from $5 to $5,000.

Bank open daily from 10 A. M. to 3 P. M., and on Mondays, Wednesdays, and Saturdays also from 6 to 8 P. M.

CHRISTIAN SCHWARTZ, President.

CLAIRMONT SAVINGS BANK, NO. 247 GREENWICH-ST.,

PAYS SIX PER CENT. INTEREST.

Interest commences from 1st of January, April, July and October. Bank open daily from 9 A. M. to 4 P. M. Saturdays, 9 A. M. to 6 P. M.

B. BROADWELL, President.
DAVID E. SWAN, Secretary.

METROPOLITAN SAVINGS BANK, NOS. 1 AND 3 3D-AV., Opposite Cooper Institute. Chartered 1852.

Interest commences Jan. 1 on new deposits.

ISAAC T. SMITH, President.
T. W. LILLIE, Secretary.

UNION DIME SAVINGS BANK, Nos. 396 and 398 CANAL-ST., corner of Laight. SIX per cent. interest on $5 to $5,000. ASSETS, $10,358,297 88.

INSTITUTION FOR THE SAVINGS OF Mechanics' Clerks and Others, No. 20 Union-place, corner of East 15th-st.—Dividend to Jan. 1, 1873, payable Jan. 20, 1873, at following rates per annum, viz.: six per cent. on sums of $5, and not exceeding $1,000, and five per cent. on larger sums.

MOSES H. GRINNELL, President.
ANDREW WARNER, Secretary.

DEPOSIT TODAY in the SAVINGS BANK Chartered by the United States. SEND FOR CIRCULAR. No. 185 Bleecker-st. ASSETS OVER $4,000,000.

DIVIDENDS.

THE COUPONS DUE JAN. 1, 1873, ON the Bonds of the INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY, will be paid by WALKER, ANDREWS & CO., No. 14 Wall-st., in gold, on and after Jan. 2, 1873.

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE NO. 227 SOUTH 4TH-ST., PHILADELPHIA, Dec. 23, 1872.

DIVIDEND NOTICE.

The transfer-books of this Company will be closed on the 31st of December next, and reopened on TUESDAY, Jan. 14, 1873.

A Dividend of FIVE PER CENT. has been declared on the preferred and common stock, clear of all taxes, payable in cash, on and after the 24th of January next, to the holders thereof as they stand registered on the books of the Company at the close of business on the 31st of December. All payable at this office.

Blank orders for dividends can be obtained at this office.

S. BRADFORD, Treasurer.

BROOKLYN FIRE INSURANCE CO. CHARTERED 1824. OFFICES, No. 191 BROADWAY, corner Dey-st., New-York. No. 332 COURT-ST., corner Remsen st., Brooklyn.

BROOKLYN, Dec. 26, 1872.

55TH DIVIDEND.

The usual Semi-annual Dividend of TEN (10) per Cent., payable on Jan. 2, 1873, has been declared from the earnings of the last six months.

GEORGE K. BRAND, Secretary.

NO. 53 EXCHANGE-PLACE, NEW-YORK, Dec. 26, 1872.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY FIRST MORTGAGE BONDS, due 1st January, 1873, will be redeemed by us after that date.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY FIRST MORTGAGE SEVEN PER CENT. COUPONS;

NASHVILLE AND DECATUR RAILROAD COMPANY FIRST MORTGAGE SEVEN PER CENT COUPONS;

SOUTH AND NORTH ALABAMA RAILROAD COMPANY FIRST MORTGAGE EIGHT PER CENT. GOLD COUPONS:

All due Jan. 1, 1873, will be paid on presentation at our office, on and after 2d proximo.

DREXEL, MORGAN & CO.

NEW-YORK, Dec. 27, 1872.

COUPONS OF THE Chicago and Alton Railroad First Mortgage Bonds,

Joliet and Chicago Railroad First Mortgage Bonds,

St. Louis, Jacksonville, and Chicago Railroad Second Mortgage Bonds,

Atlantic and Gulf Railroad Consolidated Mortgage Bonds,

Detroit and Milwaukee Railroad First Funding Bonds,

Maturing 1st of January, 1873, will be paid on and after the 2d proximo at our office, No. 59 Liberty-st., New-York.

M. K. JESUP & CO.

OFFICE OF THE FARMERS' LOAN AND TRUST COMPANY, No. 26 Exchange-place, cor. Nassau-st., NEW-YORK, Dec. 19, 1872.

AT A MEETING OF THE FINANCE Committee of the Farmers' Loan and Trust Company, held this day, it was on motion,

Resolved, That a Dividend of Five per Cent. be declared, payable to the stock-holders, on the 2d of January, proximo, and that the books close on the 25th instant and be re-opened on the 2d proximo.

Resolved, That the dividends of this Company hereafter be declared quarterly, in the months of February, May, August, and November.

R. G. ROLSTON, President.

OFFICE OF THE NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY, (STONINGTON RAILROAD,) NEW-YORK, Dec. 24, 1872.

A QUARTERLY DIVIDEND OF TWO And a half per Cent. out of the earnings of the last three months, will be paid at the office of Messrs. M. Morgan's Sons, No. 20 William-st., New-York, on the 10th day of January next.

Transfer books will be closed from the 5th to the 10th January.

F. B. NOYES, Secretary.

OFFICE OF THE PANAMA RAILROAD COMPANY, NOS. 59 AND 61 WALL-ST., NEW-YORK, Dec. 12, 1872.

FIFTY-EIGHTH DIVIDEND.—THE Board of Directors have this day declared a dividend of three (3) per cent. out of the earnings of the road for the three months ending 31st inst., payable to the stockholders, or their legal representatives, on and after the 2d day of January next.

Transfer books will be closed on the afternoon of the 21st inst., and reopened on the morning of the 4th day of January.

JOHN KEELER, Secretary.

OFFICE OF THE CANADA SOUTHERN RAILWAY COMPANY, NO. 13 WILLIAM-ST., NEW-YORK, Dec. 24, 1872.

THE SEMI-ANNUAL INTEREST MATURING 1st January, 1873, on the First Mortgage Bonds of the Canada Southern Railway Company will be paid on and after the 2d proximo, at the Union Trust Company of New-York, No. 73 Broadway.

M. COURTRIGHT, President.

THE CENTRAL NATIONAL BANK OF THE CITY OF NEW-YORK, NEW-YORK, Dec. 23, 1872.

THE DIRECTORS OF THIS BANK have this day declared a Semi-annual Dividend of Four per Cent., free from tax, payable on and after Jan. 2, 1873.

The transfer-books will be closed from the afternoon of THURSDAY, 26th inst., until the morning of WEDNESDAY, Jan. 15, 1873.

C. P. COLES, Cashier.

NEW-YORK AND HARLEM RAILROAD COMPANY, TREASURER'S OFFICE, Grand Central Depot, NEW-YORK, Dec. 10, 1872.

THE BOARD OF DIRECTORS OF this Company have this day declared a Dividend of Four per Cent. on the preferred stock, payable on the 2d day of January next, at this office. The transfer-books will be closed at 3 P. M., Dec. 20, 1872, and opened at 10 A. M., Jan. 3, 1873.

C. VANDERBILT, JR., Treasurer.

OFFICE OF CONSOLIDATION COAL COMPANY OF MARYLAND, No. 71 BROADWAY, NEW-YORK, Dec. 4, 1872.

THE BOARD OF DIRECTORS HAVE this day declared a Dividend of Four per Cent. on the capital stock of the Company, payable on and after the 20th proximo. The transfer-books will be closed from Jan. 10 to the 19th, both inclusive.

H. C. HICKS, Treasurer.

MACON AND WESTERN RAILROAD COMPANY, MACON, Ga., Dec. 21, 1872.

A DIVIDEND OF FIVE (5) PER CENT. has been declared in currency or consolidated first mortgage bonds at ninety-five, payable 20th January proximo, at the National Bank of the Republic, New-York. Transfer-books closed till payment of dividend.

MILO S. FREEMAN, Treasurer.

BANK OF AMERICA, NEW-YORK, Dec. 20, 1872.

DIVIDEND.—THE PRESIDENT AND DIrectors of the Bank of America have this day declared a dividend of Five (5) per Cent. for the current six months, free from tax, payable to the stockholders on and after THURSDAY, 2d January, 1873.

The transfer-books will remain closed from this date until the morning of Jan. 6, 1873.

ROBERT JAFFRAY, Cashier.

EVANSVILLE, HENDERSON, AND NASHVILLE RAILROAD COMPANY.—This Company has not been receiving from the St. Louis and South-eastern Railway Company, the coupons of the bonds will be paid by the St. Louis and South-eastern Railway Company, (consolidated,) as banking-house of Geo. Opdyke & Co., No. 25 Nassau-st., New-York. The transfer-books of the registered bonds will close on the 25th inst., and reopen Jan. 2, 1873.

E. P. WINSLOW, President.

STATE OF MICHIGAN, STATE TREASURER'S OFFICE, LANSING, Dec. 25, 1872.

THE INTEREST DUE JAN. 1, 1873, on the bonds issued by the State of Michigan, and the two-million loan bonds of said State maturing on that day, will be paid at the Metropolitan National Bank, in the City of New-York.

V. P. COLLIER, State Treasurer.

SANDUSKY, MANSFIELD, AND NEWARK RAILROAD COMPANY, SANDUSKY, Ohio, Dec. 23, 1872.

THE COUPONS DUE ON THE 1ST JAN. 1, 1873, upon the consolidated bonds of the Sandusky, Mansfield, and Newark Railroad, will be paid on and after that date, at the office of the Union Trust Company, New-York.

J. O. MOSS, Treasurer.

BANK OF NORTH AMERICA, NEW-YORK, Dec. 24, 1872.

A DIVIDEND OF FOUR (4) PER CENT., free of tax, has this day been declared payable on and after the 2d day of January next.

The transfer books will be closed until that date.

J. A. BEARDSLEY, Cashier.

ATCHISON, TOPEKA AND SANTA FE RAILROAD CO., NO. 13 DEVONSHIRE-ST., BOSTON, Dec. 24, 1872.

COUPON NO. 7 OF THE FIRST MORTgage GOLD BONDS of this Company will be paid on and after Jan. 2, 1873, at the office of the Company, and at the Banking-house of GEORGE OPDYKE & CO., No. 25 Nassau-st., New-York.

CHAS. W. PIERCE, Treasurer.

THE COUPONS OF THE LAKE ONtario SHORE RAILROAD first mortgage 7 per cent. gold bonds, due Jan. 1, 1873, will be paid on and after Jan. 2, on presentation to the banking-house of Geo. Opdyke & Co., No. 25 Nassau-st., New-York.

GILBERT MOLLISON, President.
OSWEGO, N. Y., Dec. 19, 1872.

OFFICE OF WEST WISCONSIN RAILWAY COMPANY, NO. 74 BROADWAY, NEW-YORK, Dec. 23, 1872.

THE COUPONS OF THE FIRST mortgage land grant bonds of the West Wisconsin Railway Company, due Jan. 1 next, will be paid in gold, free of Government tax, on and after Jan. 2, at this office.

F. S. TROWBRIDGE, Treasurer.

FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK, NEW-YORK, Dec. 23, 1872.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Four per Cent., free of Tax, payable 2d January, 1873. The transfer-books will be closed from 20th inst. until that date.

ANTHONY LANE, Cashier.

THE MARKET NATIONAL BANK, NEW-YORK, Dec. 23, 1872.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of FIVE (5) PER CENT., free of tax, payable to stockholders on and after Jan. 2, 1873. The transfer-books will remain closed until that date.

A. GILBERT, Cashier.

NEW-YORK, Dec. 21, 1872.

THE SEMI-ANNUAL INTEREST maturing Jan. 1, 1873, on the First Mortgage Bonds of the Alabama Central Railroad Company will be paid on and after the 2d proximo, at the Third National Bank in this City.

J. B. DUMONT, Secretary.

B. E. WATSON, Cashier; SAM'L B. WHITE, President.
GROCERS' BANK, NEW-YORK, Dec. 23, 1872.

A DIVIDEND OF FIVE PER CENT. WILL be paid to the stockholders of this bank on and after Jan. 2, 1873.

B. E. WATSON, Cashier.

NATIONAL BROADWAY BANK, NEW-YORK, Dec. 23, 1872.

FORTY-SIXTH DIVIDEND.—A SEMIannual Dividend of Three Dollars per Share will be paid on and after the 2d day of January ensuing.

J. L. EVERITT, Cashier.

NATIONAL BANK OF COMMERCE IN NEW-YORK.—DIVIDEND.—A semi-annual Dividend of Four per Cent., (free from taxes,) has been declared on the capital stock of this bank payable on and after Jan. 6.

E. F. WAIT, Cashier.

MONTGOMERY CITY EIGHT PER Cent. Bonds.—The coupons due 1st January, 1873, on these bonds will be paid by HOWES & MACY, No. 30 Wall-st., New-York.

THE COUPONS DUE JAN. 1, 1873, of the Cairo and Fulton Railroad Company, will be paid after the 1st inst. at No. 120 Broadway, IN GOLD.

E. G. MARQUAND, Vice-President.

DIVIDENDS.

ROME, WATERTOWN AND OGDENSBURG RAILROAD, PRESIDENT'S OFFICE, No. 52 WALL-ST., NEW-YORK, Dec. 16, 1872.

DIVIDEND NOTICE.

The Board of Directors of this Company have declared a dividend of FIVE PER CENT., from earnings and surplus assets, to stockholders of record on the 31st day of December, inst., payable in stock of the Company on and after the 15th day of February, as issued at the Mercantile National Bank, New-York, and at the Company's office, Watertown. Transfer-books to remain closed from the 1st to the 16th day of January inclusive.

MARCELLUS MASSEY, President.

TO THE HOLDERS OF OHI

SHIPPING.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAILSTEAM-SHIPS, BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM NEW-YORK.
Cuba, Wednesday, Jan. 1.	Calabria, Wed'day, Jan. 22.
Parthia, Wed'sday, Jan. 8	Algeria, Wed'day, Jan. 29.
Java, Wednesday, Jan. 15.	*Cuba, Wednesday, Feb. 5.

And every following WEDNESDAY and SATURDAY from New-York.

Steamers marked thus * do not carry steerage passengers.

RATES OF PASSAGE.

Cabin, $80, $100, and $120, gold, according to accommodation.

Tickets to Paris, $15, gold, additional.

Return tickets on favorable terms.

Steerage.....$30, currency

Steerage tickets from Liverpool and Queenstown and all parts of Europe at lowest rates.

Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports.

For freight, and cabin passage apply at the Company's office, No. 4 Bowling-green.

For steerage passage at No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL, CARRYING THE

UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

OCEANIC.....SATURDAY, Jan. 4, at 10 A. M.
BALTIC.....SATURDAY, Jan. 11, at 2 P. M.
ATLANTIC.....SATURDAY, Jan. 18, at 9 A. M.
CELTIC.....SATURDAY, Jan. 25, at 2½ P. M.
OCEANIC.....SATURDAY, Feb. 1, at 8½ A. M.

From the White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt.

Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $80, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $30, currency.

Passengers booked to or from all parts of America, to Paris Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

J. H. SPARKS, Agent.

NATIONAL LINE

OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.

FORTNIGHTLY TO LONDON DIRECT.

From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.

GREECE, THOMAS.....Wed'day, Jan. 1, at 7½ A. M.
EGYPT, GROGAN.....Wed'day, Jan. 8, at 12 M.
FRANCE, THOMSON.....Wed'day, Jan. 15, at 3 P. M.

TO LONDON DIRECT.

ERIN, LAWSON.....SATURDAY, Jan. 4, at 9 A. M.

These steam-ships are

THE LARGEST IN THE TRADE.

Cabin passage.....$75 and $85, currency
Steerage.....$30, currency

Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow, Cardiff, Bristol, or London.

CHEAPER THAN BY ANY OTHER LINE.

For further information apply at the Company's office, No. 29 Broadway

F. W. J. HURST, Manager.

ANCHOR LINE.

EXPRESS PASSENGER STEAMERS SAIL FROM NEW-YORK EVERY SATURDAY FROM PIER NO. 20 NORTH RIVER.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America, as safely, speedily, comfortably, and cheaply as by any other route or line.

From New-York. From Glasgow.
Saturday, Dec. 28...AUSTRALIA...Saturday, Jan. 18
Saturday, Jan. 4...VICTORIA...Saturday, Jan. 25
Saturday, Jan. 11...EUROPA.....Saturday, Feb. 1.
Saturday, Jan. 18.....ANGLIA.....Saturday, Feb. 8.
Saturday, Jan. 25.....INDIA.....Saturday, Feb. 15.

At noon, from Pier No. 20 North River, New-York.

Currency rates of passage to Liverpool, Glasgow, or Derry, by Saturday's steamers, $65 and $75; excursion tickets, $120; intermediate, $35; steerage, $30. Certificates at lowest rates can be bought here by those wishing to send for their friends.

Apply at the Company's offices to
HENDERSON BROTHERS, No. 7 Bowling-green

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF PARIS.....Saturday, Dec. 28, 2 P. M.
CITY OF NEW-YORK.....Saturday, Jan. 4, 10 A. M.
CITY OF BRISTOL.....Thursday, Jan. 9, 2 P. M.
CITY OF BROOKLYN.....Saturday, Jan 11, 2 P. M.
CITY OF MONTREAL.....Saturday, Jan. 18, 9 A. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 46 North River

RATES OF PASSAGE.

CABIN, $75 and $80, gold, according to accommodations. Round trip tickets at low rates.

STEERAGE, to or from Liverpool, Queenstown, Glasgow, Londonderry, London, Bristol or Cardiff, $30 currency.

Passengers also forwarded to Havre, Hamburg, Sweden, Norway, Denmark and Paris, at reduced rates.

Drafts issued at lowest rates.

For Cabin Passage and general business apply at the Company's office, No. 15 Broadway.

For Steerage Passage, at No. 52 Broadway.

JOHN G. DALE, Agent,
No. 15 Broadway, New-York.

FOR LIVERPOOL,

(VIA QUEENSTOWN,)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron-screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY,

as follows:

WISCONSIN, Capt. T. W. FREEMAN, Jan. 1, at 8 A. M.
NEVADA, Capt. FORSYTH.....Jan. 8, at 1 P. M.
WYOMING, Capt. PRICE.....Jan. 15, at 9 A. M.
IDAHO, Capt. MORGAN.....Jan. 22, at 12 M.
MINNESOTA, Capt. T. F. FREEMAN, Jan. 29, at 2½ P. M.
MANHATTAN, Capt. Jas. PRICE....Feb. 5, at 12 M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 Broadway,) $30, currency.

For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall st.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

ST. LAURENT.....LEMAIRE.....Saturday, Dec. 28
VILLE DE PARIS...SURMONT....Saturday, Jan. 25
PEREIRE.....DARBE.....Saturday, Feb. 8

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.

First cabin.....$125 | Second cabin.....$75

Excursion tickets at reduced rates.

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble and expense.

GEORGE MACKENZIE, Agent,
No. 58 Broadway.

NOTICE.—STEAMER ST. LAURENT, FOR Brest and Havre, will leave Pier 50 North River, foot of Morton-st., on SUNDAY, at 2 o'clock. Passengers are requested to be on board at 1 o'clock. Mails for this steamer will close at the Post-office at 2 P. M.

GEO. MACKENZIE, Agent.

FOR SAVANNAH, GA.,

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIPS

MONTGOMERY, Capt. FAIRCLOTH, SATURDAY, Dec. 28, from Pier No. 15 North River, at 3 P. M.
R. LOWDEN, Agent,
No. 93 West-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, Dec. 28, from Pier No. 8 North River, at 2 P. M
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

VIRGO, Capt. BOLKLEY, TUESDAY, Dec. 31, from Pier No. 16 East River, at 2 P. M.
MURRAY, FERRIS & CO., Agents.
No. 62 South-st.

HERMAN LIVINGSTON, Capt. CRESSMAN, THURSDAY, Jan. 2, from Pier No. 8 North River, at 3 P.M.
WM. R. GARRISON, Agent,
No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.
C. D. OWENS, Agent A. G. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway

UNITED STATES AND ROYAL MAILS

FOR HAVANA AND NASSAU, N. P.

Atlantic Mail Steam-ship Company, sailing every fortnight, on THURSDAY, at 5 o'clock P. M. precisely, from Pier No. 4 North River.

MORRO CASTLE, Capt. H. MORTON. Thur. Jan. 9
COLUMBIA, Capt. T. S. CURTIS, Thursday...Jan. 23
MORRO CASTLE, Capt. T. H. MORTON, Thurs. Feb. 6

For freight or passage apply to
A. W. DIMOCK, President,
No. 5 Bowling-green.

FOR ST. THOMAS AND BRAZIL.

UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 22d of every month.

MERRIMACK, Capt. WEIR.....Jan. 22, '73
MAIL, Capt. TINKLEPAUGH.....Feb. 22
ONTARIO, Capt. SLOCUM.....March 22

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For conveniencies of freight or passage, apply to

WM. R. GARRISON, Agent,
No. 5 Bowling-green, New-York.

DRY GOODS.

GENTLEMEN,

Who are seeking for elegant and recherche

HOLIDAY GIFTS,

to present to their lady friends, will find at the Establishment of

a choice selection of

Opera Glasses,
Real Lace Fans,
Stereoscopes and Views,
Fine Porte-monnaies,
French Bonbonnières,
Work Tables,
Lace Handkerchiefs,
Sealskin Sacques,
Toilet Sets,
Canaries in Cages,
Kid Gloves,
Silver-ware,

at our usual low prices.

R. H. MACY & CO.,

14TH-ST. AND 6TH-AV.

SHIPPING.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

Sailing every TUESDAY, THURSDAY and SATURDAY, from Pier No. 29 North River, at 3 P. M. The steam-ships

CHARLESTON, Capt. JAS. BERRY, Tuesday, Dec. 24.
SOUTH CAROLINA, Capt. T. J. BECKETT, Thursday, Dec. 26.
CHAMPION, Capt. R. W. LOCKWOOD, Saturday, Dec. 28.

Superior accommodations for passengers. Through passage tickets and bills of lading issued in connection with the South Carolina Railroads to all points South and South-west, and over the North-eastern Railroad to Florence, Cheraw, and all points on the Cheraw and Darlington Railroad, and with steamers to Florida ports. Insurance by this line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of lading furnished and signed at the office. Local Passenger and Freight Office, No. 177 West-st., corner of Warren-st.

HENRY R. MORGAN & CO., Agents.

For through freight tariff, or further information in reference to through freight, apply to

BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

EXTRA STEAMERS WILL BE DISPATCHED AS SOON AS LOADED.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN AND CHINA,

VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 10th, 20th, and 30th of each month, except when those dates fall on Sunday, then the day previous.

Dec. 30.—Steamer OCEAN QUEEN, Capt. C. P. SEABURY, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer Capt. touching at Acapulco, and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonala, Salina Cruz, and Port Angel.

Steamer GREAT REPUBLIC will leave San Francisco Jan. 1, 1873, for Japan and China. For rates of passage, freight, and all further information apply at Company's office on the pier, foot of Canal-st.

F. B. BABY, Agent.

RED BALL LINE OF MAIL STEAMERS,

RATES OF PASSAGE REDUCED.

NEW-YORK TO

DEMERARA.

CALLING AT ST. THOMAS AND BARBADOES TO LAND MAILS AND PASSENGERS.

THESE FIRST-CLASS, FULL-POWERED IRON STEAMERS ARE INTENDED TO SAIL FROM ATLANTIC DOCKS, BROOKLYN, AS FOLLOWS:

MANDINGO, 1,800 tons.....Tuesday, Jan. 28,

Followed by

LAGOS and GUNGA,

AND EVERY THREE WEEKS THEREAFTER.

These steamers are specially adapted to tropical service, have large state-rooms, bath-rooms and saloon ventilation, and take only first-class passengers. A limited amount of cargo will be taken.

HORNSTEDT & GARTHORNE, Owners. No. 70 South-st., New-York.

For freight or passage apply to

E. H. MORGAN'S SONS, Agents.
No. 70 South-st., New-York.

DIRECT LINE TO HAVANA.

HAVANA, PROGRESO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier 3 N. River, at 3 P. M., direct to Havana.

CITY OF MEXICO, Shurwood.....Sat., Dec. 28
CITY OF HAVANA, (Havana only)....Sat., Jan. 4
CLEOPATRA, Phillips, (Havana only)....Sat. Jan. 11
CITY OF MERIDA, Timmerman.....Sat., Jan. 18

For freight or passage apply to
F. ALEXANDER & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition and an infinity of annoyances, to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

STEAMBOATS.

NARRAGANSETT STEAM-SHIP COMPANY.

FALL RIVER LINE

FOR BOSTON, and all points East, via NEWPORT and FALL RIVER.

Daily, (Sundays excepted,) at 4 P. M.,

From Pier No. 28 North River, foot Murray-st.

The world-renowned steamers

EMPIRE STATE and OLD COLONY,

Capt. A. G. SIMMONS, Capt. B. M. SIMMONS.

For tickets and state-rooms, apply at No. 241 Broadway; 529 Broadway, corner Spring; Broadway, corner 23d-st.; Dodd's Express offices, No. 244 Broadway; and No. 10 Court-st., Brooklyn, or at the office on the pier. A. P. JACOBS, Superintendent.

E. H. MANGAM, General Freight Agent.

FOR NEW-HAVEN, HARTFORD, &c.—Steamers leave Peck-slip for New-Haven at 3:15. Trains north and east at 11 P. M.

FOR BRIDGEPORT AND ALL POINTS on Housatonic and Naugatuck Railroad.—Pier 31. Steamers leave Catharine-slip at 12 noon, and 12 night.

BUSINESS CHANCES.

BUSINESS OPPORTUNITY.

FOR SALE,

If applied for soon, the stock, fixtures and good will of an old established country store, situated in Hughson ville, Dutchess County, N. Y.; location tip top; rare chance for a good business man. Apply in person to W. H. VAN KLEECK, No. 120 Warren-st., New-York City, or A. S. HASBROUCK, Hughsonville, Dutchess County, N. Y.

BUSINESS PARTNER WANTED—

With a small capital, but energetic and reliable; a new and finely opening business—the introduction and sale of natural history specimens, models, &c., and the publication of cheap and popular works on natural science. Apply in person at No. 13 Cooper Union.

$5,000 TO $10,000.—AN ACTIVE young man with the above capital can hear of an advantageous opportunity for transacting business; best of references given and required. Address D., Post-office Box No. 1,523.

A GOOD OPPORTUNITY FOR ONE or two woolen drummers. Those having a reliable woolen trade can apply to STIMSON, MARQUAND & CO., No. 510 Broadway.

REMOVAL.

A CHANGE.—THE NEW-YORK OFFICE of the SUNDAY-SCHOOL TIMES is now at Lockwood's Bookstore, No. 512 Broadway, where our new representative, B. EVERETT JONES, will be happy to meet and confer with Christian workers of the City and State. PUBLISHERS SUNDAY-SCHOOL TIMES.

BRUSHES, &C.

BRUSHES OF EVERY DESCRIPTION AT No. 335 Pearl-st., Harper's Building. All articles at the lowest factory prices. JOHN L. HOPPER.

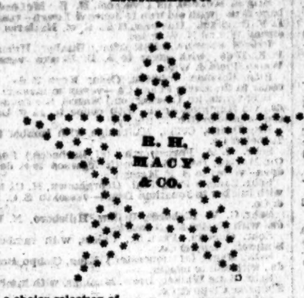
DRY GOODS.

LADIES,

Who are seeking for elegant and recherche

HOLIDAY GIFTS,

to present to their gentlemen friends, will find at the Establishment of



a choice selection of

Slipper Patterns,
Blacking Cases,
Umbrellas,
Cigar Holders,
Sets of Standard Authors,
Ivory Combs and Brushes,
Dressing Cases,
Gold Pens,
Neckties,
Club Skates,
Bronze Statuettes,
Traveling Bags

at our usual low prices.

R. H. MACY & CO.,

14TH-ST. AND 6TH-AV.

RAILROADS.

NEW-YORK, NEW-HAVEN, AND HARTFORD RAILROAD

NEW-YORK AND NEW-HAVEN DIVISION.
WINTER ARRANGEMENT.
COMMENCING NOV. 21, 1872.

Passenger Station in New-York, Grand Central Depot. Entrance on 42d st.

TRAINS LEAVE NEW-YORK.

For New-Haven, 7:00, 8:00 (Ex.), 11:30 A. M.; 12:22 (Ex.,) 3:00 (Ex.,) 3:55, 4:30, 5:30, 8:00 (Ex.,) and 9:10 (Ex.) P. M.

For Bridgeport, 7:00, 8:00 (Ex.), 9:00, 11:30 A. M.; 12:22 (Ex.,) 3:00 (Ex.,) 3:55 4:30, 5:30, 8:00 (Ex.,) and 9:10 (Ex.) P. M.

For Milford and Stratford, 7:00, 11:30 A. M.; 3:55, 4:30, and 5:30 P. M.

For Fairfield, Southport, and Westport, 7:00, 9:00, 11:30 A. M.; 3:55, 4:30, and 5:30 P. M.

For South Norwalk, 7:00, 8:00 (Ex.,) 9:00, 11:30 A. M.; 12:22 (Ex.,) 3:00 (Ex.,) 3:55, 4:30 (Ex.,) 5:30, 6:30, 8:00 (Ex.,) and 9:10 (Ex.,) P. M.

For Wyckoff, Pompton, and Montclair Junction—7, 9:10, 10:50 A. M.; 2:30, 4:30, 5:30 P. M.

For Camden, Oakland, Bloomingdale, and West Bloomingdale—7, 9:10, 10:50 A. M.; 4:30, 5:30 P. M.

For Smith Mills, Char otteburg, Stockholm, Snufftown, Ogdensburg, and Quarryville—7, 9:10 A. M.; 4:30 P. M.

For New-Foundland, Franklin, Hamburg, Deckertown, Unionville, West Town, Johnson, State Hill, Middletown, and Bloomingburg—7, 9:10 A. M.; 3:30, 4:30 P. M.

For Pine Bush, Huntsboro, Salisbury, Monticello, Liberty Falls, and Ellenville—9:10 A. M.; 3:30 P. M.

Returning, leave Liberty Falls at 6:35 A. M., 1:25 P. M.; Ellenville, 7:02 A. M., 1:52 P. M.; Middletown, 8, 8:55 A. M., 2:37, 5:45 P. M.; West Bloomingdale, 7, 8:20 A. M., 2, 6:04 P. M.; Worsendyke, 6:25, 7:37, 9, 11:23 A. M., 2:37, 4:05, 6:38, 10:50 P. M.; Paterson, 5:43, 6:47, 7:55, 9:16, 11:38 A. M., 3:57, 4:34, 7:11, 11:12 P. M.

Arriving in New-York at 6:55, 8, 9:10, 10:30 A. M., 12:50, 4:10, 5:40, 8:35 P. M., and 12:50 A. M.

‡ Does not run beyond Middletown.
* Does not run beyond Hawthorne.
† Does not run beyond Bloomingburg.

W. DOUGLASS, Superintendent.

WM. H. WEED, General Ticket Agent.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.

Commencing on Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot.

6.00 A. M., Chicago and Montreal Express, with drawing-room cars through to Rochester and St. Albans.

10.30 A. M., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.

10.45 A. M., Northern and Western Express.

3.40 P. M., Special Express for Albany and Troy.

4.00 P. M., Montreal Express, with sleeping-cars from New-York to St. Albans.

6.00 P. M., Express daily, with sleeping-cars for Watertown and Canandaigua.

8.40 P. M., Pacific Express, with sleeping-cars for Rochester, Buffalo and Niagara Falls; also, for Chicago via both N. Y. C. and M. C. Railroads. This train runs on Sundays.

11.00 P. M., Express, with sleeping-cars for Troy and Albany.

C. H. KENDRICK, General Passenger Agent.

LONG ISLAND RAILROAD.

Trains leave James-slip, New-York, as follows, (leave 34th-st. fifteen minutes later):

8:30 A. M., Greenport Mail.
10:30 A. M., Northport and Locust Valley Way.
12:30 P. M., Jamaica Accommodation.
3:00 P. M., Riverhead, Sag Harbor, and Locust Valley Express, (through to Greenport Saturdays.)
4:00 P. M., Northport and Locust Valley Express.
5:00 P. M., Hempstead and Rockaway Express.
6:00 P. M., Northport Way.

All trains connect at Mineola with Hempstead, and at Jamaica with East New-York.

EXCURSIONS.

LONG ISLAND RAILROAD.

Sunday excursion trains for Northport, Locust Valley, and Rockaway, leave Hunter's Point at 9:30 A. M. and 6 P. M.

HOLIDAY GOODS.

MARION

U. S. WATCH CO. (GILES, WALES & CO.)

WATCHES

Best in the world. Ask your Jeweller to see them.

For Sale by all First-class Dealers.
WHOLESALE ROOMS,
GILES, WALES & CO. 13 Maiden Lane, New York

FRANKFIELD & CO., JEWELERS, NO. 323 8th-av., corner 33d-st., and No. 209 6th-av., corner 14th-st.—Holiday presents in diamonds and gold jewelry, fine watches, French and cuckoo clocks, solid silver and "Rogers" silver plated-ware; fine selections at very low prices.

MILLINERY.

BONNETS AND FURS HALF PRICE—Mink, Sable, Alaska, and all kinds; Sealskin Coats $35 to $40; Children's Furs; Ladies' Hats. BINNS' Millinery, No. 647 Broadway. Avoid mistake. Save this.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES at the TIMES Up-town Office, No. 544 West 23d-st., junction of Broadway and 6th-av.; and the TIMES Westside Office, No. 308 West 23d-st., corner of 8th-av. NO EXTRA CHARGE WHATEVER.

AN EXTENSIVE ASSORTMENT OF Carriages, Sleigh-bells, new and second hand, reduced prices. Coupes, Coupé Rockaways, and other seasonable family carriages. MANUFACTURERS' UNION, No. 699 Broadway.

SLEIGHS, SLEIGH-BELLS.—Sleighs—Every style, single and double Sleighs; 1,000 sets Sleigh-bells, several second-hand sleighs and carriages. MANUFACTURERS' UNION, No. 699 Broadway.

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GOOD ROOMS $1 PER DAY.
Hotel Recommended.
POPULAR PRICES.
Rooms from $5 to $10 per week.

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SELECT SCHOOL FOR BOYS,
TARRYTOWN, N. Y.
Send for circular.
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Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

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A GENTLEMAN OF MANY YEARS' experience in teaching desires to establish a first-class school near the City. Pupils thoroughly prepared for any college, scientific school, or business. Will commence with a small number, or accept a tuition. Box No. 1,197 Times Office.

J. W. SCHERMERHORN, A. M., M. D., will reopen Sept. 16, his English, commercial, classical, French and German Institute, No. 619 6th-av., between 36th and 40th sts. Circulars and conference at the rooms.

MRS. JONSON AND MISS JONES' English and French Boarding and Day School for Young Ladies and Children, No. 13 East 31st-st., between 5th and Madison avs.

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AMUSEMENTS.

BOOTH'S THEATRE.
HENRY DUNBAR.
THIS AND EACH EVENING DURING THE WEEK
Mr. Tom Taylor's thrilling Drama, entitled
HENRY DUNBAR,
with
Mr. JAS. W. WALLACK in his great original character of
HENRY DUNBAR,
with an unusually strong cast.
To-morrow (Sunday)
HENRY DUNBAR MATINEE
On SATURDAY NEXT, at 2.
N. B.—These will be the only performances of this powerful drama, and the last appearances for the present of Mr. Wallack.
NEXT WEEK, Mr. EDWIN BOOTH.
Seats secured six days in advance at the theatre, or at Ditson & Co.'s music-store, No. 711 Broadway.

BOOTH'S THEATRE. BOOTH.
SPECIAL.
The Management respectfully announces a brief engagement of
Mr. EDWIN BOOTH,
who will make his first appearance in seven months On MONDAY EVENING NEXT, Dec. 30, as
RICHARD III.
in Shakespeare's great Tragedy, which will be presented with the same grand "mise en scene" and appointments that marked its former production.
Box sheet open on and after Tuesday of this week, when seats may be secured.
NOTICE.—The public are respectfully informed that the sale of a Reserved Seat being a special contract, tickets purchased of side-walk speculators will not be received at the door.

THEO. THOMAS' SYMPHONY CONCERTS,
AT STEINWAY HALL,
SATURDAY EVENING, DEC. 28, AT 8 O'CLOCK.
SECOND SYMPHONY CONCERT.
Symphony, No. 6, Pastorale, Op. 68.....Beethoven
Concerto for Violin, Op. 26.....Max Bruch
Mr. S. E. JACOBSOHN, (his first appearance.)
Overture, "King Lear," Op. 4.....Berlioz
Symphonic poem, "Die Hunnenschlacht".....Liszt
Andi Kaulbach."
ORCHESTRA AND ORGAN.
Introduction and Finale, "Tristan und Isolde".....Wagner
"Der Ritt der Walkuren".....Wagner
SEASON TICKETS, including reserved seats for the five remaining concerts, SEVEN DOLLARS, can be had at the Box-office of Steinway & Sons, where programmes can also be had.
SINGLE ADMISSION TICKETS.....$1 50
SECOND BALCONY.....1 00
RESERVED SEATS.....50 cents extra.
The sale of tickets for the Second Symphony Concert will commence THIS MORNING at 9, Schirmer's, No. 701 Broadway, at the Theatre Ticket-office, No. 114 Broadway, and at the Box-office of Steinway & Sons.

Mr. ANTON RUBENSTEIN will appear at the THIRD SYMPHONY CONCERT, JAN. 11.

STEINWAY HALL.
RUBINSTEIN CONCERTS.
GRAND COMBINATION OF THE RUBINSTEIN and THEODORE THOMAS CONCERT COMPANIES.
TUESDAY EVENING, DEC. 31, 1872,
FRIDAY EVENING, JAN. 3, 1873, and
SATURDAY AFTERNOON, JAN. 4,
FAREWELL CONCERTS IN NEW-YORK OF ANTON RUBINSTEIN and HENRI WIENIAWSKI.
And joint appearance of
RUBINSTEIN, WIENIAWSKI, THOMAS, THOMAS, RUBINSTEIN, WIENIAWSKI, WIENIAWSKI, THOMAS, RUBINSTEIN.

THE CITY'S TROUBLE.

Remarkable Effect of the Great Snow-Storm.

General Business Affairs Almost Wholly Suspended.

Strenuous Efforts of Transportation-Managers to Resume Work.

The great snow-storm of Thursday seems no less remarkable for its violence than for the width of territory it extended over. The telegrams show that from Virginia to Maine, and from the Atlantic coast west to the Mississippi, the snow fell in nearly equal quantity; while the violent north-west wind which accompanied it, and which increased in strength as the snow ceased to fall, caused a heavy damage to shipping on all the lines of inland navigation within the area of the storm. Yesterday, the telegrams coming in from points north, south, east, and west of this City, all told the same tale—damage to shipping by the violence of the ice-floes carried down by the wind; delay of trains by snow blockade; stoppage of car traffic in the cities. All the Erie trains were eighteen and twenty-four hours behind time; on the Hudson River line the condition of things was the same, and short trains dragged by four locomotives could scarcely make ten miles an hour. All the mails were, of course, delayed to the same extent; indeed, it was scarcely attempted to send off more than half the usual number. In the North and East Rivers great masses of snow-laden ice accumulated against the wharves, and wherever they could play upon the floating masses they piled up one over the other in compact fields, through which the ferry-boats and tugs made their way with extreme difficulty. In the streets of the City travel was everywhere impeded; in many cases it was stopped altogether: for the clearing of the side-walks by shoveling the snow into the roadway, added greatly to the difficulties under which wheeled-vehicles labored, while increasing the facilities for pedestrians. All the car lines which have not ceased running, were worked by double teams, and very little regard appeared to be paid to the tracks. If an obstruction occurred on the line, and the street was sufficiently wide to admit of it, the cars coming up jumped the track, passed the obstruction, and returned to the rails again as soon as they could. On lines on which the curves were numerous, the cars were hauled off. No amount of horse-power could have dragged them through the high banks of accumulated snow. In Broadway, the Street-cleaning Bureau had all its force employed in carting away the snow, which was dumped into the rivers. When evening came, and the offices, stores, and factories closed, the streets became more lively than at any previous time during the day. The hundreds of people making their way home by all available conveyances caused a rush at all the starting points for the car and stage lines and at the ferries; while those people who were not afraid of a little sturdy exertion went off uptown on the instruments of locomotion with which Nature had provided them, and seemed to enjoy the fun. Cheerfulness breaking into loud laughter manifested itself among the crowds of pedestrians along the thoroughfares of the City last evening, to an extent not often heard among our "melancholy people," as Americans have so often been described by foreign critics. This, indeed, was the bright side of the picture which the storm presented us with: the dark side will be shown in the long list of wrecks, the many accidents on the railroads, and the general loss which the storm has occasioned in the stoppage and delay of communication. It is to be hoped that this feature of the storm will be less than we might anticipate; and that the great event in meteorological annals will not be remembered in connection with severe loss of life or ruinous damage to property.

The Mail Delivery—The Post-Office One Day Behindhand.

In stating the situation last night, Mr. Duryea, the night Superintendent of the Post-office, said that the mails were about one day behindhand. The delay will probably be recovered today, as telegraph dispatches have been received from Washington that the efforts of the Postal Department in facilitating the forwarding of the detained mails are becoming effective. The special mail agents sent out from the large cities, are hard at work on the various railway lines, transferring the mail-cars to cleared side-cuttings, and changing the mails into special cars, and endeavoring, from their topographical knowledge of the railway system, to get the best of the situation. In the city the snow on the streets greatly impedes the delivery of letters. As an instance, the letters deposited in the various substations, which were due at the Liberty-street office at 6½ P. M. last evening, did not there until nearly 10 o'clock. Out of the City, however, a cheering prospect was observable. Quite a number of mails came in during the day. The Southern mail, covering all the Southern States, came in at 1:10 P. M., and was quickly dispatched by the army of extra clerks in waiting. Two North mails came in by the Hudson River and New-York Central at 6½ P. M. and 7½ P. M. They were due on Thursday afternoon. Boston sent three mails. Two came in at 6:30 and 6½ P. M. They were due on Thursday afternoon. Another mail came in at 9 P. M., which was due at 6 o'clock yesterday morning. One mail came in by the Erie Road at 5:10 P. M. It was eight hours' late, and two mails are overdue on the road. One mail came over the Harlem Road at 8 P. M., due early in the morning. The Morristown Road got in one mail at 7 P. M., which was due on Thursday evening, and the South-side Railroad succeeded in rushing a very heavy mail through at 9½ P. M. In order to quickly dispose of the immense quantity of mail matter which will come in with a rush when the railroads are cleared, Postmaster Jones has ordered a large force of extra clerks and assistants on duty in the office, night and day.

The Scenes in the Streets.

The streets of the City yesterday everywhere presented the same picture of teams struggling through deep snow, and pedestrians doing the same wherever they had to make a crossing. The only vehicles which found no difficulty were the sleighs, and these dashed along with a merry ring of the bells. Where wagons and drays became snow-blocked, as many did in the narrower streets down-town, it was apparent that the fault lay in loading them too heavily. The stages running on Broadway had four horses each.

The work of clearing the snow from Broadway was in active progress all day. The great banks on either side gradually disappeared or became considerably reduced as the day went on, the Street-cleaning Bureau having all available forces at work along the route.

Car Travel in the City.

Street-car travel, in addition to being exceedingly uncertain, was certainly unpleasant. After waiting an hour for a car, a person is naturally depressed in spirit when the car does arrive by finding every seat occupied, the interior of the car jammed full, and thirty or forty persons crowded on the platforms. Such was the prevailing condition of affairs yesterday. Cars were running, but as far as the comfort of travel was concerned, they might not have been running at all. Inconvenience, however, was but little regarded by weary and discouraged pedestrians reading in the upper portion of the City, and, in order to reach home, many would gladly have taken possession of the roofs of the street cars which did run, were they allowed to do so. The shop-girls who confided in calvary and their own charms were grievously disappointed, so far as seats were concerned. Hundreds had to walk home through the snow and slush, and those who were fortunate enough to get into a street car did so by strategy, boarding the cars on the way down. To become convinced of this it was only necessary to watch the archway in Vesey-street, through which the cars of the Sixth and Eighth avenue lines pass on the down trip, and observe the crowds boarding the cars. The Bleecker-street line, the University-place and Broadway line, and the East Broadway line did not run. The Dry-dock Cross-town line had 300 laborers and sixty carts clearing away the snow out of Grand-street and along the route. The Fourth-avenue line ran steadily during the day with doubled teams, and four snow plows were busily engaged clearing the road. The Third-avenue line ran steadily, using a portion of the Fourth-avenue track through Centre and Grand streets, to avoid the Chatham-square hill. The Sixth and Eighth avenue lines ran steadily on half time. The lines which ran cars found it impossible to do more than half the usual time, owing to lack of horses. Several of the Broadway stages were stopped, the drivers refusing to drive. Pickpockets had a harvest, and the gang of them who make their head-quarters in Conroy's saloon, or "Thieves' Den," in Mott-street, near Grand, boarded the Fourth-avenue cars with the regularity of clock-work. Capt. O'Brien, of the Second Precinct, had four officers, in citizens' clothes, on duty in Park-row watching the cars arriving at and leaving the City Hall terminus of the various lines. Among the drivers and conductors of the street-cars there was but one sentiment—that the snow should be removed from the streets as quickly as possible, and all wished that no rain would fall until the thoroughfares of the City were cleared.

Around the Wharves.

Around the wharves, on the east side, business was almost at a stand-still. The innumerable ships lying along the river front seemed deserted, and the laborers who should be unloading them were collected at sheltered corners in groups, or gathered in the various whisky-shops, discussing the situation. Efforts were being made to clear South-street of snow, by shoveling it over the docks into the river; and many of the piers had been completely cleared in this manner. But nearly all the cross-streets in this section being narrow, the snow in them had accumulated to a degree which rendered the passage of loaded teams almost impossible, and hence the stoppage in the unloading of the vessels. The wagons and drays which should have been active were standing idle in front of the warehouses, and some of them were completely covered by the snow thrown from the sidewalk. At the Battery, where the bitter north-west wind swept with unobstructed violence, and in West-street, a more active scene was presented. The snow had been fairly beaten down to a level by the teams passing to the numerous shipping offices. The steam-ship lines were receiving freight throughout the day, and, as far as could be ascertained, all the boats, except of the Neptune line, made their regular trips.

The East and West Side Ferries.

All of the ferry-boats on the North and East Rivers made trips regularly, but on some of the lines boats were run at less frequent intervals than usual, not because of ice in the stream or difficulty in crossing, but on account of the decrease in the number of horses and vehicles on the boats. The approaches to the ferries were frequently blocked. The Jersey City boats, from the foot of Cortlandt, Desbrosses, and Liberty streets, secured the greatest travel. The Hoboken boats, from Barclay and Christopher streets, made trips on half time, those from Barclay-street starting every twenty minutes, and taking a little longer to cross than when the river is clear of ice. The Pavonia Ferry, at Chambers-street, ran its boats on the usual time, although, as at the other ferries, travel was light, both in horses and in foot-passengers.

On the East River, the Fulton Ferry boats ran as usual, but the number of trucks which passed through the gates was scarcely one-half of the usual number. The South and Hamilton Ferries were more affected by the floating ice than any of the other Brooklyn lines. The Wall, Bridge, and Roosevelt-street Ferries were also running almost as on any other days. The ice in the East River was almost entirely in the slips and about the shores, and not in mid-stream.

The Weehawken ferry-boat Roslyn was caught in the ice about 200 feet from the slip at 2 P. M. yesterday, and her engines being out of order, she was unable to get out, and lay in that position until a late hour last night. Several passengers were on board, and were unable to get off.

The Effect on the Markets.

The storm affected the meat and produce markets. Stock cannot be brought to the City from the country, and the amount stored in the City soon becomes exhausted, and a "corner" is produced. The large wholesale dealers in meats and poultry control the markets now, and yesterday the first raise in the price of stock occurred. Beef brought an advance of from one-half cent to one cent per pound, while mutton increased in value from two to three cents per pound. Large wholesale dealers hold control to a great extent of almost all the beef and mutton in the City, and unless continuous railroad communication is rapidly opened from the country, will, of course, further increase the wholesale price of meat. The retail dealers did not increase their price to any great extent yesterday, but will undoubtedly do so today. Poultry ran up very high, the wholesale dealers asking twenty-three and twenty-four cents a pound by the hundred-weight for birds which sold three days ago for seventeen cents. In kitchen stuff and vegetables there was a general advance, on an average, of two cents. If the storm continues, and the railways remain impassable, this class of provisions will reach a very high price.

The Railway Travel.

The trains of the Harlem and New-Haven Railroad were running with almost their accustomed regularity, and passengers leaving the City met with but little inconvenience. This desirable condition of affairs was, however, attained only after a great deal of labor, for the train due on Thursday evening did not reach the Grand Central depot until yesterday morning, the Boston express being nearly twelve hours behind time. The officers of both roads assert that their trains kept moving throughout the whole distances, occasionally getting snowed up, but always working their way ahead. Each was provided with two locomotives, and, with the exception of the deep cuttings, did not meet with any serious obstacle to impede their progress. At the northern end of the lines the snow lay in heavy masses on the tracks, but the immense power of the engines enabled them to force their way through. Between Fordham and Morrisania, however, a New-York and Harlem train exhausted its supply of water, and became snowed up, and blocked the way of the other trains until five were brought to a stand at the same point. A relief train took off the passengers, and a large force of men being employed during the night in shoveling away the snow, the imprisoned trains were enabled to reach the depot. No milk trains arrived yesterday, and the carriage of freight will not be resumed until this afternoon. Way trains were run yesterday with only a few moments' delay, and no further trouble is anticipated.

At the Jersey City depot the arrival of trains in the early part of the day was very slow and irregular, but toward evening matters had so much improved that the time-table was very little deviated from. The Washington train due Thursday afternoon did not arrive until yesterday morning, and the passengers complained of having a very rough experience, though their sufferings were occasioned rather by the want of something to eat than by the low temperature. Last evening the Washington train was four hours late. On the Midland Road no milk trains arrived, and on the Morris and Essex and Erie a general delay in starting and arriving was apparent.

The Blockade in Brooklyn.

The streets of Brooklyn present a decidedly Arctic appearance. Armies of men are employed in every direction clearing passages along the streets and sidewalks. The railroad lines have made strenuous efforts to keep up a show of business. The Brooklyn City Railroad Company had, yesterday, twenty-five snow-plows in operation, and by that means were enabled to keep about half their cars running.

The Atlantic-avenue Company also employed plows and sweepers to raise the blockade, that had caused a total cessation of business from Thursday evening until yesterday afternoon. The Vanderbilt-avenue and the Washington-avenue lines are still closed. Persons going to Greenpoint are conveyed thither in large omnibus-sleighs. The Williamsburg car-lines suffered serious interruption, but the snow-plows cleared the tracks sufficiently to allow a resumption of car-travel yesterday afternoon on about four of the eight lines in the Eastern District.

The merry jingle of sleigh bells has become again a familiar sound, and pleasure parties are making the best of their opportunity while it lasts.

Milkmen fail to receive their supplies of the lacteal fluid from the country.

Last evening the awning-frame at Nos. 593 and 595 Fulton-street broke under the weight of snow, crushing in the windows and cornices in its fall, causing damage to the amount of $500. Mr. Thomas Mahon and an unknown man were crushed under the falling mass. The former had one or his legs broken, and the latter was dug out after being almost suffocated.

Travel in Westchester County.

The travel on the Harlem and New-Haven Railroads was remarkably light, but few beyond those whose business rendered a visit to the City necessary, ventured out, fearing a complete interruption to the movements of the trains by snow, before evening; and, as a consequence, their return home would be prevented. The young folks in the suburbs are anticipating a grand sleighing carnival as soon as the storm subsides.

The Storm on Long Island.

The snow continued to fall on Long Island until 10 o'clock yesterday morning. The railroads, except the Long Island, were opened at an early hour, the westward-bound train, on the South-side reaching Williamsburg about 4 A. M. The Flushing and North-side was kept open. A Long Island train, drawn by two locomotives, with two more attached to a large plow, got through to Northport Thursday night at 11 o'clock, and returned with one locomotive to Hicksville, another remaining there. One hour and a half late. The eastward and westward-bound mail trains at Thursday were fast in the snow, near Lakeland, at the latest accounts. Assistance was at once forwarded.

The Storm on Staten Island.

At 1 o'clock yesterday morning Officers Ambrose and Logar found four men lying on the Shore road, Stapleton, in an exhausted condition. They were conveyed to the Police Head-quarters, where they gave their names as Joseph Heney, Michael Flanagan, Henry Hughes, and John O'Toole. They stated they were on their way home to Port Richmond, and became tired and overcome by fatigue. They were cared for by Capt. Holbrook, and sent to their homes. Snow-plows were out on the various roads, and during the afternoon the trains were running with much difficulty.

The Storm in New-Jersey.

Yesterday morning the streets of Jersey City were almost completely blocked by snow, and both business and travel were so impeded as in some places to be almost stopped. The horse cars ran on none of the lines, the streets being impassable, and persons whose business made it necessary for them to cross the city were obliged to walk. On one of the lines one large six-horse sleigh ran at irregular intervals, affording, however, slight accommodation. Many persons have been in the habit of coming by local trains on the railway lines from the extreme western portion of the city, but the blockade of trains was so great that yesterday no dependence could be placed on this means of transfer. The Street Inspector was engaged during the day in so far as possible removing snow from the streets occupied by the horse railways.

On the railroads the blockade continued. The Washington express, on the Pennsylvania Railroad, reached Jersey City at 1 o'clock yesterday morning, nineteen hours behind time, and the first through arrival in twenty-four hours. The 7:15 train from Philadelphia arrived at 1:45, having been nearly twenty hours on the way; and the 8½ and 11 A. M. (26th) trains arrived at 4 o'clock A. M., (27th,) making about the same time. The trains were dispatched regularly yesterday, with the exception of a small proportion of local trains.

The Perils at Sea.

The steam-ship Bremen, which left Southampton on the 12th of December, has arrived in this port after almost tempestuous voyage. On the 13th and 14th she passed through a hurricane from the north-north-east, and on the 18th the storm was so heavy that the waves washed over the hurricane deck. On the 19th and 20th the ship met fearful hurricanes, having to lay to for over six hours, and was considerably damaged. During the remainder of the voyage the wind was variable and the weather was moderate, but at night extremely rough, with heavy chopping seas and high winds. She arrived in port with bulwarks stove in, and her Captain, M. Landervigs, did not rest at night during the whole voyage.

The brig Emily, loaded with coal for New-York, went ashore on Hart Island on the night of the 26th, during the severe snow-storm, and sunk. The schooners Samuel Fish and Carrie Holmes, and four other schooners, names unknown, also went ashore at the same time. The schooners Samuel Fish and Carrie Holmes were hauled off by the steam-tug Mary and towed to this city.

ON THE ROAD.

A Carnival of Sleighing in the Park and Harlem-Lane—Gay Equipages and Fast Trotters—A Crowd of Notable People.

Thousands of sleigh-riders opened the annual sleigh carnival, yesterday, with much merriment and excitement, and for the greater portion of the day the Park and Harlem-lane presented a very picturesque appearance. The jingling of bells, the gay equipages, the splendid turn out of fast trotters and thorough-breds, and the merry laughter of excursionists made the scene one of great animation.

A large number of the *élite* of the City at an early hour took part in the sport, and the ladies seemed to enjoy the fun hugely. The Park, Harlem-lane, and far into Westchester County, were thronged with spirited roadsters, which were driven by well-known brokers, bankers, and railroad speculators. The poorer classes were able to obtain, at very moderate prices, sleighs at the Park gates, which conveyed them to any point required. At McComb's Dam, and other places of public resort frequented on such occasions, the scene was very exciting, and the hostelries had a busy time catering to their numerous guests.

Among the more noted persons observed on the road was Mr. E. A. Southern, in company with Mr. Lee. Commodore Vanderbilt appeared on the road, driving his beautiful Mountain Maid and her mate. Mr. Lowell drove his mare, which skipped over the snow at a dashing rate. Jay Gould sat behind a pair of fine bays, which trotted at 2:30. Mr. Robert Bonner drove his favorite, Startle, which was the admiration of the multitude. Messrs. Griswold and Darling, of the Fifth-avenue Hotel, sat behind a pair of bays, which trotted at the rate of 2:28. Shepard Knapp drove his Remouis. Sheridan Shook and a party of ladies were in the field of sleighers. Dan Bryant and Dan Mace drove a pair of quick steppers. Mayor Powell, of Brooklyn, sat behind a splendid pair of trotters, and drove at a gait of 2:35. Billy Birch brought out his thorough-bred trotter Backus. Major Johnson, of Tattersalls, skipped over the snow in first-rate style, and challenged any one to take a brush with him.

Among the other prominent people on the road were Frank McIntyre, John Pettigrew, Tom Rogers, with Dreadnought; Frank Work, with his chestnut mare, "Jimmy" Hays and his black mare, Horace P. Clarke, G. Schell, J. Paulding, and Messrs. De Forrest, Mooney, Lovett, Babcock, Ritter, Hamilton, Kenny, and Cooke, each of whom commanded admiration for the beauty and speed of their teams.

Hundreds of other well-known Lane trotters indulged in the day's amusement, and the day's sport seemed to be enjoyed to a most hilarious degree.

How to Make Buildings Fire-Proof.

The following letter from the sculptor Powers, appears in the *Evening Post*:

The terrible disasters at Chicago and Boston have not surprised me, for I have expected these things to happen whenever a certain combination of circumstances should occur.

We have built houses with stone, bricks, and other materials, apparently fire-proof, and have filled them with combustible materials, from top to bottom. Yes, we have put a wick at top, a Mansard roof, to set them in a blaze the moment another similar building on fire affords the torch to them.

Not to multiply words, we have made furnaces of our buildings—perfect for smelting purposes, if the outer walls would only stand the fire! But they also tumble down, and so the fire spreads to other similar structures. Even the streets in Chicago took fire. They were paved with piteh! Thus, pitch at bottom, and carefully dried boards smeared with pitch at top! Does it require the voice of a prophet to foretell the fate, sooner or later, of a city so built up!

I have the highest respect for the ability and skill of my countrymen. Indeed, they surpass, in the main, all other nations in this regard. But, nevertheless, we have a few things to learn; and among them is how to make, not a house, but a whole city fire-proof, for no fire-proof house can be made in the midst of highly combustible buildings. Indeed, there is no safe that will withstand the heat of a furnace. The very walls will melt or crumble into dust, if not from inner fires, at least from outer flames.

Therefore, to be fire-proof in our own buildings, our neighbors' houses must also be fire-proof; and this calls for municipal laws regulating the material and the construction of buildings, and what should be required.

First—The abandonment of all wood floors.

Second—The floors to be made of bricks, thus sealing down all ventilation in case of fire.*

Third—The stairs to be metallic or of stone.

Fourth—The rafters of the roof, like the joists of the floors, to be all bricked over before putting on the slates or tiles.

But it may be asked, will not joists and rafters take fire?

Yes, they will, and often do take fire here in Florence. But with a floor of bricks laid with mortar upon them the Fire Department need not hurry to such a fire; hours, indeed, might elapse before they reached it. I have known an instance of nearly two days burning of the end of a joist, just under a fire-place, and yet the beam not burnt off, only deeply charred. The fire cannot get through the bricks but it would soon find its way through a wood floor, and then, with ventilation, it would soon reach the garret. In short, the whole building would be in flames within half an hour. Brick floors do not prevent fires, but they prevent conflagrations. No city can be burnt with brick floors, nor has a house been burnt within the City of Florence during my residence here of thirty-five years.

HIRAM POWERS.

FLORENCE, Nov. 27, 1872.

* You may lay a floor of wood on bricks.

Suicide by a Sick Man.

Hermann Krause, a German gilder, shot himself through the heart, at No. 106 Seventh-street, yesterday. He came to this country several years ago and practiced his trade successfully, but was recently forced to abandon work on account of ill-health. He frequently threatened to put an end to his existence, and yesterday he was found dead in bed, with a pistol at his side. He had evidently shot himself through the heart a few minutes previously. Coroner Young will hold an inquest.

NEW-YORK AND SUBURBAN NEWS.

NEW-YORK.

Dr. W. H. Atkinson delivered a lecture on the "Microscope" last evening, before the Liberal Club.

Mr. Robert Hoe, Jr., not Mr. Richard Howe, Jr., was the donor of the volume of books to the Eleventh Ward Boys' Lodging-house.

The Christmas festivities at the Shepherd's Fold, Ninety-sixth-street and Second-avenue, will take place this afternoon at 3 o'clock.

The Controller is now paying off the inspectors and poll-clerks who served at the last election; also, the claims allowed for room rent.

We have received $1 for the courageous car driver who protected the young girl from the insults of the ruffian on the Third-avenue car last Tuesday night.

Dr. S. J. Ebell lectured last evening on "The Marvels and Beauties of the Insect World," before the Polytechnic Branch of the American Institute.

The usual monthly auction sale of Scranton coal, which was to have taken place yesterday, was postponed until next Friday in consequence of the great snow-storm.

The French residents of this City have transmitted to the President of the French Republic a check for 201,278 francs, in aid of the Alsacians and Lorraines in France.

The Governing Committee of the New-York Stock Exchange, at a meeting held yesterday, resolved that until Jan. 2, the Board adjourn at 3 o'clock P. M. instead of 4 o'clock.

Mayor Hall has written a letter to the Commissioner of Public Works, protesting against the policy of the proposed movement to change the remuneration of collectors of assessments from the fee system to the salary one.

A fire was discovered last evening in the basement of the building occupied by the Department of Public Works. The fire originated in the subcellar, occupied by Edward J. Kerr, stationer. It was quickly suppressed. Loss trifling.

The German Fair for the benefit of the German Hospital and Dispensary, at the German Savings Bank building, corner of Fourteenth-street and Fourth-avenue, was reopened yesterday, and will be continued until further notice.

Primary elections for officers and delegates to the General Committee were ordered by the Liberal Republicans for last evening in the various Assembly districts throughout the City, but so far as could be ascertained the election did not take place.

The 11 o'clock night boat from Peck-slip for New-Haven has discontinued her trips for the present, on account of ice. Passengers can take the 6½ P. M. boat, and go north and east at 11 P. M., or remain on board over night. These boats are heated throughout by steam.

The Board for the Revision and Correction of Taxes and Assessments met yesterday, the Controller and Recorder being the only members present. A number of citizens protested against the confirmation of certain assessment lists, and the Board adjourned without taking action thereon.

William H. Campbell was yesterday detected in the act of stealing five silver-plated table-knives from the establishment of Mr. Henry Maillard during the progress of the fire. In his possession was found a bunch of skeleton keys. He was brought to Jefferson Market Police Court, and committed for trial by Justice Ledwith.

The elocutionary entertainment at Association Hall, last evening, at which Mr. W. E. Murdoch read several choice selections of prose and verse, drew a large audience. The trial scene from "The Merchant of Venice," and the extracts from the *Pickwick Papers* seemed to meet the special approval of Mr. Murdoch's hearers.

James Corron, a sailors' boarding-house keeper at No. 6 Hamilton-street, was arrested yesterday and taken before Commissioner Osborn, charged by John Simmons, a seaman on the British bark Cymbeline, with having boarded the vessel and forcibly taken away the sailor's trunk without permission of the master. Corron was held in $1,000 bail for examination.

The Christmas festival of the Sunday-school attached to the Church of the Strangers took place last evening, in the church in Mercer street. There were over 250 Sunday-school children and 100 children from the Protestant Half-orphan Asylum present. The orphans were supplied with refreshments, and the Sunday-school children presented with suitable books, &c.

On Thursday, a well-dressed man giving his name as John Beach, entered the house of a Mrs. Griswold, No. 14 Greenwich-street, and representing himself as a friend to the absent husband of the lady, was invited to partake of the hospitalities of the establishment. In the evening he bid himself in one of the bedrooms, and at 2 A. M. created a panic in his efforts to get from under the bedstead. The Police were called in, and Beach was locked up for trial at the Tombs.

BROOKLYN.

To-morrow and hereafter the Brooklyn Tabernacle congregation will occupy the Academy of Music, morning and evening, until their new church is built.

Assistant Corporation Counsel Johnson charges the police with dereliction of duty in failing to arrest the parties engaged in salting the railroad tracks.

At 12 o'clock Thursday night Bruce Thompson, aged fifteen years, was found with both feet frozen, at the corner of Fulton and Furman streets, where he had been waiting for a car. He was taken to his home, corner of Twelfth-street and Fifth-avenue.

At a late hour Thursday night the dead body of a man, aged about sixty years, since identified as that of John L. How, of No. 176 Willoughby-avenue, was found in St. James'-place and conveyed to the Morgue. The body was warm when found. Mr. How's death is attributed to heart disease.

The Coroner's jury in the case of Ann Lynch, who died at East New-York a few days since, under circumstances somewhat peculiar, have rendered a verdict attributing her death to the neglect and want of skill of her two medical attendants, Dr. Joseph Wemell and C. J. Lane, the latter being a medical student.

At 11½ o'clock on Thursday night a blind fiddler, named John Krane, while returning from a place where he had been engaged to play for some dancers, was met at the corner of Hoyt and Atlantic streets by a ruffian, who robbed him of his boat, threatening to "put a hole through him if he refused." The poor man was found almost frozen, and taken home, at No. 44 Kent-avenue.

WESTCHESTER COUNTY.

Interesting exercises, consisting of reading, recitations, music, calisthenics, &c., took place in all the public schools of School District No. 1 of the town of West Farms, on Christmas Day.

In most of the Sabbath-schools in Westchester County the children were treated with presents from their respective Christmas trees, and in many the scholars were likewise provided with tea, cake, &c.

NEW-JERSEY.

The Deputy United States Marshals and Supervisors in Jersey City, yesterday, received their pay for services during the Presidential election.

Hughey Hughes, a driver on the Erie horse-car line, was yesterday arrested in Jersey City, charged with assaulting a driver on the Hoboken line, named Hopkins, with the car-hook.

On Jan. 1, Jersey City will have to pay interest amounting to $173,167, and on other accounts $157,500, making a total of $330,667. To meet this the city has a balance in hand of $238,000, besides possible receipts during the week.

Over 700 children were deprived of school facilities by the burning of the High School, on Bayard-street; and the difficulty is a serious one, as the school accommodations were already insufficient for the rapidly-increasing number of scholars. The Board of Education has taken steps to prevent the children from sustaining loss.

It is stated that the Roman Catholics of Jersey City have offered to purchase the Harrison estate on the Heights, at a price in advance of that at which the sale was to have been made to the city. The city agreed to purchase the estate for a City Hall and public offices, for the sum of $350,000, but the contract has never been completed. It is understood that the Catholics want the land for college purposes.

LAW REPORTS.

COURT CALENDARS—THIS DAY.

UNITED STATES DISTRICT COURT—IN BANKRUPTCY. Involuntary cases.—3695, The Chrome Steel Company vs. Gaynor et al.; 3696, McGaffrey et al. vs. Gay; 3701, Cochran vs. Courtney; 3732, Treadwell et al. vs. Cameron et al.; 3734, Webb et al. vs. Page; 3742, Pyle vs. Morgan et al.; 3753, The Wheaton Quarry Company vs. Jones; 3755, Conner et al. vs. The Dollar & Westbrath Printing Company; 3764, The Fourth National Bank of New-York vs. Hayes; 3767, Loomis vs. Grooby et al.; 3783, Palmer vs. Ryder; 3788, Zener vs. The Hitchcock Printing and Publishing Company; 3796, Fleischhauer vs. Reed; 3799, Arnold et al. vs. Haw, Jr.; 3790, Arnold et al. vs. Hoffman; 3.91, Hyman vs. Brink; 3792, Powers vs. Bertrand et al.; 3794, Cohn et al. vs. Simon et al. Argument Calendars—3736, The Importers' and Traders' National Bank vs. Steinberg et al.

NOTICE TO THE BAR.

All notes of issue for the first Monday of January, 1873, Motion Calendar, must be filed on or before Tuesday, Dec. 31, 1872, at 2 P. M.

All notes of issue filed after Tuesday, Dec. 31, will be placed at the foot of the General Calendar, in class No. 3.

By order, &c. CHAS. H. LOEW, Clerk.

RICHARD C. BRAMISH, Clerk at Chambers Supreme Court.

[Advertisement.]

A.—A HOLIDAY HAT—KNOX'S.
A Calling HAT—KNOX'S.
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A Dress HAT—KNOX'S.
KNOX has anticipated all the "unspoken desires" of the fashionable world in his production. The HOLIDAY HAT at No. 212 Broadway, and Fifth-avenue Hotel.

[Advertisement.]

Chapped hands and rough skin cured by using Juniper Tar Soap. Manufactured by CASWELL, HAZARD & Co., New-York.

MISCELLANEOUS ALMANAC—THIS DAY.
Sun rises....7:23 | Sun sets....4:39 | Moon rises....3:39
HIGH WATER—THIS DAY.
Sandy Hook..6:16 | Gov. Island..6:50 | Hell Gate.....8:21

MARINE INTELLIGENCE.

NEW-YORK.....FRIDAY, Dec. 27.

Cleared.

Steam-ships Australia, (Br.,) Hedderwick, Glasgow; Henderson Bros.; Adriatic, (Br.,) Perry, Liverpool; &c., J. Hyde Sparks; Franconia, Kruse, Portland.

Brig Angostura, (Br.,) Perkins, Ciudad Bolivar, J. Morrell & Co.

Barks Welcome B. Beebe, Lozier, Savannah, Evans, Ball & Co.; Lucy Hammond, Bagley, Jacksonville, &c., Warren, Fay & Co.; Olivia A. O. Mallon, Walters & Jones; E. B. D. B. Du Val, Allen & Co.; Bremen, (Ger.,) Jones, Sydney, C. B., 1 da., with coal to Hendrickson Bros. Has had strong westerly gales the entire trip.

Steam-ship Jesse Hall, Richmond, City Point, and Norfolk, with mdse. and passengers to Old Dominion Steam-ship Co.

Steam-ship Neptune, Baker, Boston, with mdse. and passengers to Wm. P. Clyde.

Ship Jessore, (of Windsor, N. S.,) McLellan, London, Nov. 14, in ballast to Funch & Edye. Came the northern passage, and had N. W. gales and heavy W. W. gales in the Banks. Nov. 1st, lat. 47, lon. 39.10, left in with bark Mary Leonard, (Br.,) from Miramichi, for Belfast, with a cargo of lumber; had lost all her sails and rudder gear, and was full of water; took off the Captain and crew, 14 in number, and brought them to this port.

Brig E. McLeod, (of Liverpool, N. S.,) McLeod, Tobago 28 da., with old iron to Jones & Leach—vessel to L. F. Brigham. Has been 11 da. N. of Hatteras, with strong W. and N. W. gales.

Brig N. Stowers, (of Stockton,) Dunbar, Hunnoss, P. R., 17 da., with sugar to J. D. Rivera—vessel to Walsh, Field & Way.

Brig Machias, Johnson, Cedar Keys 21 da., with cedar to the Eagle Pencil Co.—vessel to master.

Brig Lanua, (of Caernarvon,) Morris, Rio Janeiro 73 da., via Hampton Roads, with coffee to E. F. Davidson—vessel to Geo. F. Bailey.

Brig Dirigo, Coffin, Millbridge, with lumber to F. Talbot & Co.

Schr. C. A. Farnsworth, (of Barbados,) Benson, Old Harbor, Jam., 25 da., with logwood to S. de Cordova—vessel to D. J. Metcalf.

Schr. Samuel Fish, Teal, Georgetown, N. C., 16 da., with lumber to Jonathan Beers—vessel to S. C. Loud & Co.

Schr. G. V. Richards, Bellew, Hillsboro, N. B., 26 da., with plaster for Newark.

Schr. Quoddy, Fanning, Calais, with lumber to Simpson, Clapp & Co.

Schr. Magic, (of Gloucester,) King, Campe Belle 11 da., with fish to master.

Schr. Essie Walker, Drew, Machias, with lumber to Simpson, Clapp & Co.

Schr. Speedwell, Smith, Whiting, with lumber to Simpson, Clapp & Co.

Schr. Ringdove, Swade, Calais, with lumber to Gorham Boardman.

Schr. Franklin Randolph, Steelman, Providence, for Elizabethport.

Schr. Jas. Fitch, Keany, Nantucket, with fish to S. R. Milbert.

Schr. Mary E. Wescott, Gandy, Dancersport, for Philadelphia.

Schr. Bertha J. Fellows, (new,) Smith, Whiting, with lumber to master.

Schr. Ida May, Haskell, Bangor, with lumber to master.

Schr. Neptune's Bride, Grierson, Calais, with lumber to master.

Schr. Moonlight, Allen, Calais, with lumber to master.

Schr. Scio, Smith, Whiting, with lumber to master.

Schr. Charles Rogers, Mayo, Rockport, Me.

Schr. S. J. Smith, Baldwin, Stonington.

Schr. Harmony, Chase, New-Bedford.

Schr. Geo. A. Pierce, Kelley, Salem.

Schr. Chase, Peck, Providence.

SAILED—Steam-ships Holsatia, for Hamburg; City of Limerick, for Liverpool.

WIND—Sundown, moderate, N. W., clear.

By Telegraph.

BOSTON, Mass., Dec. 27.—Arr. schr. George E. Thacher, from Mobile.

BOSTON, Dec. 27.—Arr. steamer Panther, from Philadelphia and Empress, from Demerara.

CHARLESTON, S. C., Dec. 27.—Arr. steam-ship Charleston, from New-York.

SAVANNAH, Ga., Dec. 27.—Arr. steam-ship Alhambra, from Boston; schr. W. L. Abbott, from Philadelphia.

Cld. ship Cynosure, for Liverpool; bark Edmund, for Cork for orders.

Cld. steam-ship America, for Baltimore; bark Algiria, for Charleston.

Foreign Ports.

HAVANA, Dec. 22.—Arr. steam-ship City of Morida, Timmermann, from New-York, for Vera Cruz.

Spoken.

Dec. 1, by ship Jessore, in lat. 46, lon. 38, ship Sharon, hence for Liverpool; Dec. 14, lat. 43, lon. 37, bark Sunlight, from Sydney, C. B., for Matanzas.

Dec. 7, by brig E. McLeod, in lat. 23 10, lon. 74 00, schr. J. W. Maitland, hence for Jacksonville.

European Marine News.

SOUTHAMPTON, Dec. 27.—The North German Lloyd's steam-ship America, Capt. Benecke, from New-York Dec. 14, for Bremen, arr. here yesterday.

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